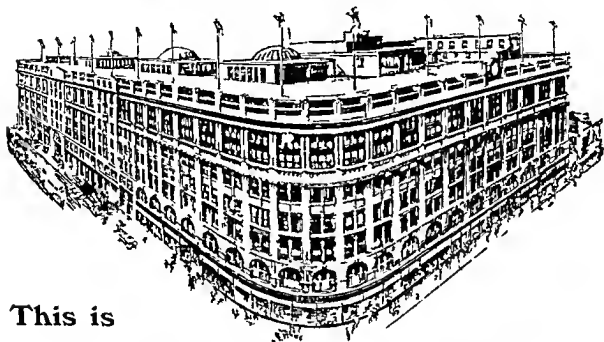


COME and *The great store in Eight huge floors*



This is

LEWIS'S **LIVERPOOL'S GREAT STORE**

Lewis's sell everything for men, women and children and almost everything for the home. By buying and selling for cash always, Lewis's are able to offer a vast range of goods at the lowest prices.

LEWIS'S—the store of the thrifty,

see LEWIS'S *the city of stores* **150 departments**

Special Civic Week Attractions.

THERE will be special demonstrations of interest and use on all floors, special offers of goods at amazingly low prices. There is, wonderful fabric floor—an acre of space delightfully decked with thousands of yards of rich silks and other fabrics.

The floor above is the fashion floor, a whole floor with everything that's fashion and ready for women and girls to wear. Big separate sections for coats and frocks, and gowns and hats—there's huge choice of what you want at the price you wish to pay.

Then there's the first floor, the men's floor, where a man can buy everything for himself.

The seventh, fifth and fourth floors are Household Floors.

THE drawing on the opposite page represents Lewis's as it will appear when the extensions are completed. Already parts of five new floors are open and the first moving staircases in Liverpool are being built. The larger Lewis's will show how the modern store can be a social centre as well as a shop.

of people who pay as they go



Frisby's THE DAYLIGHT STORE

VALUE is generally thought of in terms of Price or Quality, but these alone are no criterion of Value if, when you get home you find that the goods you have bought are not exactly the shade you thought they were. Real Value is Satisfaction from Every Point of View.

It is the simplest thing imaginable to mistake one shade for another in artificial light. Dissatisfaction in this respect can be entirely avoided by shopping by daylight.

FRISBY'S
is The Daylight Store.

Visitors—and residents too—are invited to walk round the store and note the ideal daylight conditions for shopping. A special welcome is extended to all during Civic week.

Mr. J. Matthews (late Footwear Buyer of Compton House) joins Frisby's

MR. J. Matthews for over 40 years Footwear Buyer and Director with W. H. Watts & Co. Ltd., Compton House has now joined forces with Frisby's. He will be in charge of the new Footwear Extension, where he will be pleased to re-new old friendships and foster new ones

FRISBY DYKE & Co. Ltd.
58-66 LORD ST. LIVERPOOL

TEA & COFFEE



FROM COOPERS

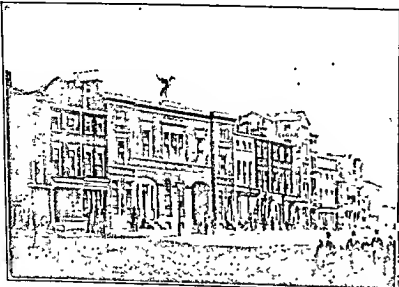
Cooper's Tea sets a standard. It excels particularly in the finer grades, and has truly earned the description "fragrant and refreshing."

Cooper's Coffee is not alone famed for the excellence of the Blends but in addition because it is delivered in perfect condition with all the delicate aroma and rich flavour unimpaired.

COOPERS

The Modern Food Store
CHURCH STREET
LIVERPOOL

COOPER & CO'S STORES LTD., CHURCH STREET, LIVERPOOL



1816

The First Gas Offices in Dale Street—from a Herdman drawing in the Liverpool Reference Library (By permission of the Libraries Committee.)

1928

Part of the Company's Modern Showrooms at Duke Street



Gas - The Reliable Fuel

Heat that can be relied on is a necessity in industry, and Gas has a reliability record that no other heating agent can equal. *For well over 100 years Liverpool's gas supply has continued without interruption.* Gas gives constant results, is smokeless, and saves space, time and labour.

IF IT'S HEAT YOU WANT, IT'S GAS YOU WANT.

Expert Advice and Estimates Free.

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DUKE STREET :: :: LIVERPOOL

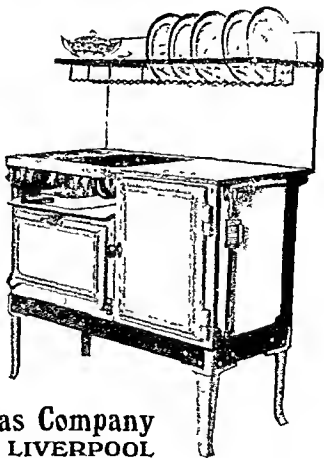
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Why Liverpool Housewives prefer Gas for Cooking and Heating:

Because they appreciate its cleanliness,
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not least, its economy.

*Call at Duke Street,
or 3 Bold Street, and
see the latest all-
enamelled gas cookers
with automatic oven
heat regulator—*

*Supplied on
easy terms*



The Liverpool Gas Company
DUKE STREET :: LIVERPOOL

Telephone: Royal 4100.



GIEVES

of LORD STREET



are an old established firm
who clothe gentlemen
with that combination of
dignity, taste and fashion
that only the experienced
can achieve.

*Specialists in Civilian, Royal Naval
and Mercantile Marine
Tailoring.*

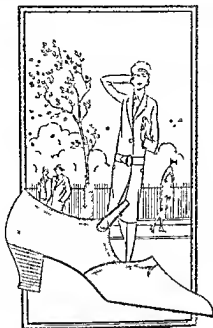
Hosiery. Shirtings. etc.

Carefully selected by Bond Street experts.

LIVERPOOL :
14 Lord St.



LONDON :
21 Old Bond St.
W.



A LIVERPOOL firm of more than thirty years standing, invites your inspection at any of their stores and offers special inducements to purchase your footwear during Civic Week. Largest selection in the North of England. Two examples of the wonderful value are illustrated below! - - -

Ladies' Tan Willow Calf 1 Bar,
smartly cut and perfect fit.
Trimmed on vamp with
Fawn Calf, in half sizes 10/6

We are famous for the style and durability of our BOYS' and GIRLS' Footwear. Special care is taken to ensure comfortable shapes combined with keen prices



Gent's Fine Quality Box Calf
Oxfords as illustrated. Upside
soles and heels and made with
storm welts. 15/9
Very special offer

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CHESTER
MANCHESTER

6 BOLD STREET
50-54 LONDON ROAD
19 WATER STREET
LIVERPOOL

WATERLOO
ST HELENS
BIRKENHEAD

New Branch: 274 LISCARD ROAD, WALLASEY



LIVERPOOL ECHO



facts—

Liverpool is the western door of England.

Liverpool has the largest docks in the world

Liverpool is the starting place of railways, roads, and canals running into the heart of industrial England

Liverpool is the distributing base for half the country.

Reaching the "key" men in the Liverpool area

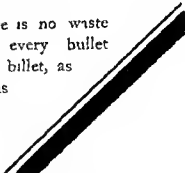
THE "Key" men of Liverpool work hard and ply hard

They have money and spend it freely on their homes, their cars, on travel, on sport, and on social life

These influential men and their families rely for their news and general news paper reading upon the

LIVERPOOL DAILY POST which is found on the breakfast table of every good-class home in the district, and on the LIVERPOOL ECHO which practically everybody reads

Finally there is no waste circulation, every bullet reaching its billet, as the saying is



LIVERPOOL DAILY POST



The Daily Courier

THE HOME NEWSPAPER.

A woman reader has written to us describing the rush made by the members of her family to get possession of the DAILY COURIER each morning. This eagerness is typical of homes in the great North West of England and North Wales.

The DAILY COURIER appeals to Women because its friendly columns help to solve their daily problems.

It appeals to both Men and Women because it contains *all* the News, presented brightly and concisely, in addition to pictures of latest Local and National events. The DAILY COURIER is both a *news* paper and a *picture* paper.

It appeals to the Children because they have a whole page to themselves daily. Auntie Marjorie has thousands of young correspondents.

Say "Express" To-night.

The Evening Express has held its own public in Liverpool, South-West Lancashire, Cheshire and North Wales, for nearly 60 years. It has done so because it understands and caters for the needs of its readers, both men and women.

The news is brightly and attractively presented, the features are good and topical, and the picture service, with the Daily Courier picture paper organisation behind it, is one of the best in the country.

If you miss the Evening Express each evening you are missing something good. Take a copy home with you.

The Liverpool Evening Express



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MODES ARE ALWAYS OBTAINED AT
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PREMIER HOUSE OF FASHION IN THE NORTH OF ENGLAND
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REALM OF MUSIC**

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MABERN
WELMAR,
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and FARRAND
The PIANOLA
PIANO
and the famous
DUO-ART
"PIANOLA"
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NINETY-NINE years ago SMITH'S became established in Liverpool—so for nearly a century they have served and satisfied the music-lovers of Merseyside. To-day they continue to enhance their reputation and so justify the great confidence the public have in them.

Associated with the name of SMITH'S are the names of the greatest musical instrument makers of the world, which enables the public to procure an instrument the name and fame of which is known the world-over, substantiated by the Guarantee of the House of Smith's whom our Grandfathers associated with the "Best in Music."

SMITH'S—AND LIVERPOOL CIVIC WEEK

There will be free Concerts daily throughout the week September 24th—29th inclusive. Full particulars on application.

James Smith & Son (Music Sellers) Ltd.

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AND AT
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HARDYAN STREET
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New Oil-burning Steamers NOVA SCOTIA & NEWFOUNDLAND specially built for the Trade between LIVERPOOL—ST JOHN'S Newfoundland—HALIFAX, N.S.—BOSTON, Mass

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UNSURPASSED ACCOMMODATION - MODERATE FARES - UNFETTERED CUISINE

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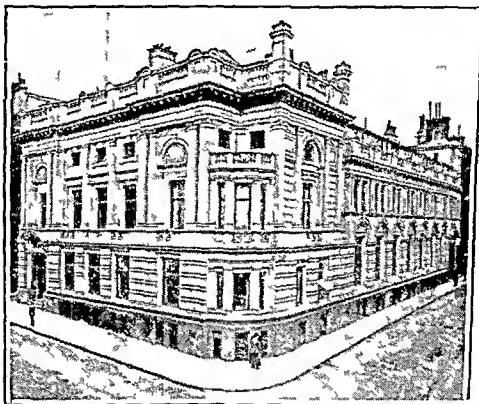
217
 119 Leadenhall St. London
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Dockberry Grain by Pneumatic Suction Elevator in one of the 90 Docks at the Port of Liverpool.

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Capital Subscribed	-	-	£20,602,272
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There is something worth seeing on every floor and special merchandise values in every department—merchandise including everything for women and children to wear and to use as well as many things for the home

During Civic Week there will be Special Menus in the French Restaurant Mannequins appear at both Luncheons and Teas and there is a particularly good band playing during tea

And for those desiring a rest after sight seeing there is the comfortable lounge in the Basnett Gallery where letters may be written and friends met

BON MARCHÉ
Church and Basnett Streets
Liverpool

Bon Marche (Liverpool) Ltd



The Lord Mayor
Mrs. Margaret Benyon

THE BOOK OF LIVERPOOL



CIVIC WEEK

SEPTEMBER 22ND TO 29TH

1928

Published by the Liverpool Organization Limited
Liverpool

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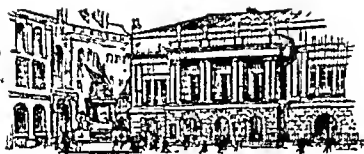
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FOREWORD

IN the Book of Liverpool our small company of distinguished contributors has tried, with what success the reader may judge, to interpret Liverpool to herself as well as to the outside world and to record her achievements in various forms of endeavour. They have also sought for the meaning of Liverpool's existence and, inspired by their love of her, have painted a vision of the City Perfect at the top of a well-nigh unscaleable height.

Out of these pages, Liverpool emerges as a definite, distinctive personality, imbued with a faith in her mission and her destiny. If the Book gives

anyone more pride in his city and more confidence in her future : if it demonstrates our greatness in deed and thought to those for whom we are only a name: it will achieve the purpose for which it was designed.

The Liverpool Organization, in compiling this Book, believe that they are performing an important duty to the community whose interests they strive throughout the year to serve. They send the Book out into the world in the sure and certain hope that it will be read with pleasure long after the memory of Civic Week has faded and will find an honoured place wherever Liverpool people have made a home.



LIVERPOOL IN 1680

LIVERPOOL

By THE EDITOR.

*"There first along the rapid tide,
The stately vessels learned to ride,
And swifter down the currents flow,
Than Nereids cut the waves below."*

LIVERPOOL has been many things to many men. To the early fishermen who fed the swine on the surplus of their catches from the

Mersey she gave the primitive, lonely existence of dwellers on the edge of civilization: for Authority she became the best jumping-off ground for bloody work against the troublous Irish, to whom Liverpool's ships carried both soldiery and shirts with equal willingness; she was the gathering and breeding-ground for the most daring, highly-organised and successful crowd of licensed pirates that for the greater part of a century ravaged the commerce of the seas; in the name of God and gold she was the place where slave trading account books were totted up; having obliterated her shore with blank, guardian dock walls and put streets and houses where once lay the pool that explained the last syllable in the town's name, she became a symbol of the industrial revolution, of the peopling of the American continent and of the appetite of other races for our cottons, our guns and knives, our coal and machinery and our gin.

To many thousands, Liverpool is but a stage on the journey to the New World, the last point of contact with

the Old. She gives them their final glimpse of the country which, though bound to them by ties of kith and kin, has yielded just enough of its riches to bring the promised land across the Atlantic ocean within their reach. The towering palaces of commerce along the river front, the giant box-like treasure houses which, warehouse by warehouse, squat along the line of docks to receive the wealth that the ships bring from overseas, and the agglomerate mass of Liverpool rising in brick to the horizon are seen dimly through the emigrant's misty eyes. Faintly comprehending the confused picture of noise and movement—the hurrying ferry boats, the shouting porters, the stumbling horses on the greasy stage, the siren blasts and the insatiable gulls—the emigrant, as soon as the toy tug hauls the great steamer slowly into the middle of the river, becomes a helpless bundle of cargo bound for another land.

In sending a large part of our population down past the granite ramparts of the docks out into the open sea upon their great adventure, Liverpool receives a reward beyond the freight for human cargo. After a time these third class passengers, who spell so little spoil to the contemptuous taxicab men of the town, who show timidity in the face of clerks in shipping offices



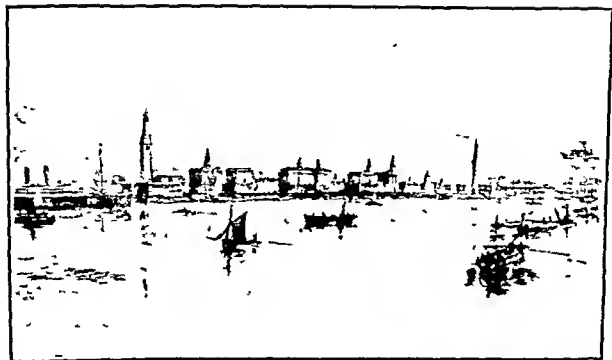
and who, by their meek appearance of no-importance, rarely invite our comment or interested regard, begin to send back wheat for the Merseyside mills and themselves become courted customers for our textiles and machines. Later still they or their sons return with guide books in their hands, to gaze through horn-rimmed spectacles at the city which so indifferently saw them depart and as indifferently notes their jaundiced skins, moves their mountainous luggage, obeys their nasal orders and takes their good money. The circle of events brings all things back to us. We sit like Matthew at the receipt of custom, levying toll on all that the workers of the north and the Midlands send abroad and on all food and raw materials that they ask for in return. We buy and sell, exchange, carry, store, insure and finance, so that if one hand is extended to glean a portion of the wealth that passes over our quays, the other holds an oil-can everlastingly to the wheels of commerce.

But our position as a seaport for the industrial north or, as more fanciful people say, the "Gateway of the West" and the second City of the Empire, dealing with a fourth of the country's overseas trade, including 37 per cent. of the exports, has not been attained through the gifts of circumstance or good luck. Fortune has demanded stern sacrifice and unremitting wooing before granting her favours to us. It must be remembered that it was our superior skill and industry which beat Bristol and London out of the slave trade, then a perfectly legitimate and praiseworthy occupation in everybody's estimation, and it was the greater hardihood and courage of our privateers and the commercial adventurousness of our people at home that turned to our particular profit the general misfortune of a hundred years of war. These

activities were not pursued without great suffering and sacrifice, involving much loss of life and long periods in prison for Liverpool men.

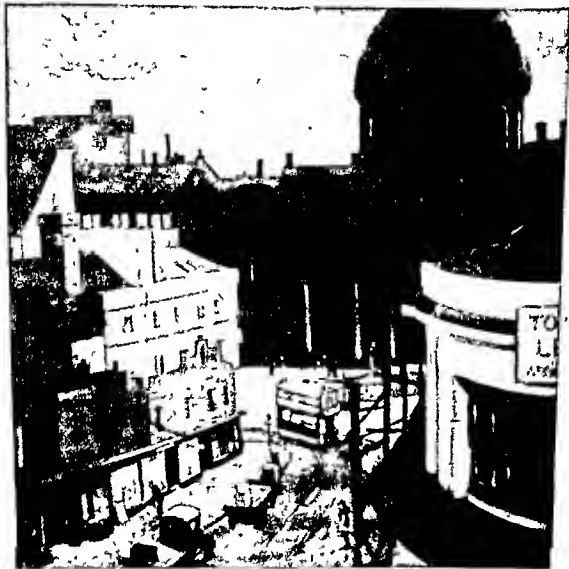
The bones of Liverpool pioneers mark the town's contribution to the opening up of West Africa where, in the name of trade, young men endured and still brave the risks of deadly fevers and the more sudden perils that wait for the white man in tropical climes. Even to-day the flesh is mortified by Liverpool citizens in the service of the Port. Thousands of manual workers at the docks live by casual and intermittent employment, and their home and housing conditions are certainly not more congenial than the homes of casual labourers in other dock towns. Yet, for all that the ordinary visitor to Liverpool sees, the work of the great port might consist entirely of lorry-driving and the gentle art of penmanship, because the braced sinews, the effort and the sweat, are hidden behind a high wall that shuts off the docks like a prison from the ken of the town.

Liverpool could not have carved out such a prominent place for herself in the world had there not been a special toughness in the Liverpool fibre, a toughness bred through centuries of struggle, first as serfs against the harsh reign of the overlords; then as freemen fighting and conquering the caveat which nature had entered in the way of currents, swift tides and sandbanks against Liverpool ever becoming a seaport of consequence, and as citizens enduring the pestilential press gangs, civil wars, and other ills. We are the people who, in our beginnings, were privileged to contribute without shame our personal share of free-manual labour in the digging of havens, whether we were rich merchants or poor workmen. We fought the Moores and the Moly-



LIVERPOOL IN 1980

Forecast from the SCHOOL OF ARCHITECTURE



CUSTOM HOUSE.

From a painting by SIDNEY MERRILL



neux until they and their castle vanished from sight of the Town Hall, the ground on which the hated stronghold stood now accommodating a memorial of weight, if little dignity, to Queen Victoria. We produced Slave captains who taught their miserable cargoes of savages the fear and love of the white man's God as part of the ship's discipline. Newton, the great evangelical preacher and the writer of that beautiful hymn "How sweet the Name of Jesus sounds," graduated in this school. Always on the aggressive for more trade, eternally guarding civic liberties dearly won, meeting daily the desperate scamps that helped to man their ships, Liverpool men developed that challenging hardness of manner which so disconcerts the mild stranger within our gates. Emerson felt the impact of our hard exteriors in 1847, when he wrote "There is a fierce strength here in all the streets, the men are bigger and soldier than our people, and with a certain fixedness and determinedness in each person's air that discriminates them from the stunting gut and roving eyes of Americans."

To-day some of our fiercest and strongest men are seduced by the bribes of London, the vampire that lives on the best blood of the provinces. But a sufficiently large number remain to convey the impression that Liverpool, already great, is enjoying the full vigour of her youth. It is, indeed, probable that the decade from 1920 to 1930 will become known as the most fruitful in the history of the city for the magnitude and importance of the public works executed and begun. A sum of £8,000,000 was required to put the final touch to the subjection of the tides and to buy virtual immunity from their interference with the docking of large vessels at any hour of the day and night, and the money was found

willingly. Foresight, pugnacity, tact and tenacity were the qualities that enabled the principal Merseyside local authorities, led by Sir Archibald Salvidge of Liverpool, to set in motion the joint enterprise of a traffic tunnel under the Mersey between Liverpool and Birkenhead. That undertaking will absorb £5,000,000. Linking up with the tunnel, a broad highway into the dense industrial regions of East Lancashire is being constructed at a cost of about £3,000,000. The significance of these works is that Liverpool sees where both her bread and her butter come from, she continues to think in terms of the sea.

Like nearly everything else nowadays, Liverpool has grown too quickly to present a perfect physical picture either from the air or from the ground. She has the faults of all the towns and cities whose growth was forced in the hot house of the industrial revolution. To-day the Corporation public parks and open spaces extend in all to 1,840 acres, in 1834 that was the total area of the town. Even in the past 37 years the population has increased by nearly 300,000, giving the city a population of 879,000 and the greater community of Merseyside a population of close on 1½ millions.

If Liverpool had black spots she was the first town among others similarly afflicted to show a corporate consciousness of deficiencies, and begin with a reforming ardour to lead the way in several aspects of public health administration. She has made history by her earlier, no less than by her later, attacks on bad housing, and her present efforts to secure a healthier city, an efficient city, and even a city beautiful, are being mobilized on a bolder and grander scale by the municipality than ever before.

On the cultural side of life I Liverpool,

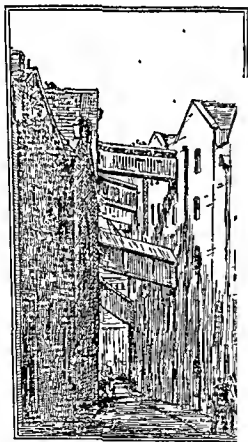


time permitting, has had her inspired moments. St. George's Hall, the Cathedral, the University—the next inspiration might be the gift of worthier buildings for an institution which has made life richer at home and safer in the tropics—are evidences of our humanity, but we are still so deeply engrossed in establishing our position in the world that we cannot spare too much time from business and sport to cultivate the other virtues.

If this introductory article seems

more like a record of Liverpool's previous convictions than the paen of praise which might have been expected, it should be regarded both as an indication of the healthy, self-criticism and introspection so prevalent in the Liverpool of to-day and as a token that we are acquiring a still livelier civic consciousness, a new dignity and a philosophy in which the more intensive cultivation of the graces will be a feature of the Liverpool of to-morrow.

M.A.



Formby Street

THE CHANGING FACE OF LIVERPOOL

BY PROFESSOR C. H. REILLY., O.B.E., M.A.

NO comparable town in England has changed so much as Liverpool has done in the last hundred years and none promises to change so much in the next. If we could see the town for a moment as it was at the beginning of the nineteenth century we should call it a nice quiet little country town situated on a big inlet of the sea, with a few docks, mostly open to the tide and stretching from Water Street to Parliament Street, as its base. If we looked back another hundred and fifty years we should call it a fortified village, with no docks at all but with a big castle at one end, where Lord Street meets Castle Street, and a big church at the other where the present St. Nicholas's stands. There would be one main street running up from the river, Water Street and its continuation, Dale Street, and on this street would be the only other buildings which stood up above the roofs of the cottages. These were two, a strong tower built by the Stanleys where the street ran down to the river, to make a fortified landing place from which they could set off to their Kingdom of Man, and the old Town Hall, about a quarter the size of the present one. This little town or village had water on two sides of it, for the Pool ran inland at the back of the castle along the line of the present Customs House and Whitechapel. That shows the

extent of the village better, I think, than anything else.

The Pool, a natural inlet, somewhat like the Great Float in Birkenhead, was probably the reason for the town's existence. It was a sheltered creek for the shipping of those days, and it was not till 1715 that its entrance was built up and the water behind it turned into the first dock of the modern world; as notable a departure in its way as the creation of the first railway. So successful, too, was this experiment, turning Liverpool at a blow into the best and safest port in the world, that another dock to the south of it was at once started, but, with no natural inlet to help, this new dock took nineteen years to build. In this way the great string of docks started. We have seen that by the beginning of the nineteenth century they extended for a mile along the Liverpool shore. Now I suppose they extend six times that length on the Liverpool side alone and with vastly greater areas of water enclosed each time. Where they will grow to in the next hundred years is difficult to say, for all the practicable shore seems already taken up. Perhaps the next stage will be to build a barrage across the river itself, as has been often suggested for the Thames, and turn the whole river above it into one big level basin of deep and clear water.

But before we begin to guess at the future let us think a little more about that early nineteenth century town out



of which our own great one was to grow. A very good novel, by the way, with it as a background has recently been written by Miss Hannah Yates, called "Dim Star." It was mainly a brick town but with the quiet, solid looking brick houses, great or small, of the second half of the eighteenth century and not the pecky villas, big or little, of the second half of the nineteenth century. Bold Street led into the country. From a map dated 1795 I see Mr. Colquitt had a large house and garden behind it running from Slater Street to Berry Street. Higher up the hill Mr. Hardman has a good sized place near Lecece Street with a couple of fields and further out still Mr. Blackburne lives in a fine looking house with almost a park round it. It is good that all these names are perpetuated in the streets which to-day cross their domains of a hundred years ago. Yet how far are these streets now from the edge of the town! Out beyond them then it was all country and farms. Only one side of Rodney Street was built, apparently, and neither Abercromby Square nor Falkner yet commenced. Indeed, I have a friend living to-day in London who spent his early life in a country house with a large garden in Myrtle Street. If one looks at the present map of Liverpool one sees that these places, instead of being at the edge of the town as they were a hundred years ago, are now but a fifth of the way out from the river to the Queen's Drive, and there is already a vaster Liverpool growing up beyond that great encircling belt. When my friend lived in Myrtle Street the population was about a quarter of a million. When he returns on his regular visits he returns to-day to a city of nearly four times that population and to one of twenty times the area. The folk who lived in these big

plain, substantial brick houses, generally dignified and never vulgar, often carried on their business in them as well. The merchants of Duke Street would probably have their apprentices and clerks living in the attics of their houses, and the ground floors given up to their counting houses. Hence there was yet no need for the vast areas of small houses packed closely together, which became part of the Victorian idea of any big town. There were small houses for sailors and artisans and, no doubt, larger ones cut up into tenements, but the town had not yet reached that Smithdown Road stage of level dullness which every growing town went through in the second half of the nineteenth century. The rich and poor were not so widely separated, and the fact that all lived within a mile of the town hall made, I imagine, for far greater interest in the town's appearance. Anyhow, it was immediately following this domestic period of the town's life that what I call the great Athenian period arose—the period of St. George's Hall. In many old drawings it is possible to see the great stone hall rising above a range of irregular cottage buildings. There never was a greater jump in scale of thought and feeling as well as in actual building. Even to-day as you look at the great black velvety mass, sitting there so solidly and with such utter indifference to its surroundings, you feel it belongs almost to another race and another clime. But St. George's Hall was not the only building of this kind in Liverpool. The great Customs House, where the first dock had been, has the same air of detachment and independent strength; so to a lesser degree have such buildings as the Lyceum and Palatine Clubs in Bold Street and the Medical Institution at the top of Mount Pleasant.



WIDENING OF PARKER STREET CORNER
Sketch by Miss W. H. W.



With the growth of trade in the nineteenth century something like the factory system was applied to business. It was no longer a family affair with a few apprentices living in. Clerks were multiplied and lived where they liked. The counting house could no longer be accommodated in the ground floor of the dwelling house. Hence, definite office buildings began to be built at one end of the town and thousands of little houses for the clerks at the other. The latter part of the nineteenth century, when this mainly occurred, was not a time when architecture flourished or when the amenities of life were well understood. On the one hand it produced at one end of the town pretentious stuffy office buildings with no attempt at elegance and little at decency and, what is more strange, with little regard for efficiency. On the other hand it produced at the other end of the town masses and masses of narrow streets lined with mean little houses all packed together as tightly as possible. The nobility of thought and aspiration which a generation before had produced structures like St George's Hall seems for a moment to have died out. The age did its best, it was full of good works, but in building it is reflected by the strange mixture of artificial romance and glazed brick which the University Buildings and the Royal Infirmary exhibit.

This bad period however came to an end with the nineteenth century. With the dawn of the twentieth century Liverpool began to take on a new aspect. We live so near to it that we are hardly as conscious of the change as we should be. The new Adelphi Hotel was the first sign of the new architecture. Anyone who remembers the yellow brick building which it replaced knows the great leap again in scale and elegance it meant. It was

the first and is still one of the largest of a series of great tall simple stone buildings which in any other age and place would be called palaces, that Liverpool has since added to herself. The Cunard Building, the great stone blocks of the various big stores, and most of all the latest of all, the great new India Building running from Water Street to Brunswick Street, indicate a new outlook on civil architecture in which Liverpool has led the way in this country. This, of course, is as should be in a town which possesses a big School of Architecture.

At the same time that Liverpool has been distinguishing herself with the simplicity and efficiency of her great new blocks of offices she has offered to the world a solution of two other great structural problems. One is the formation of a powerful framework of great roads for internal and external communications and for future growth, and the other is the design of a great building to serve as a symbol of her religious life.

In the former she has carried out a great system of radial and circumferential roads for which future generations will rise up and call her blessed. If the nineteenth century growth of the town as a whole was formless and haphazard, the twentieth century growth, as well as that of many succeeding centuries, will be purposeful and will be largely determined by the lines laid down by these roads. It required considerable faith on the part of the City Council in the early days of this century to buy up agricultural land, sometimes at a distance from the town, and to form across it great roads, three or four times the width of the widest in the town itself. These roads, lined with trees, became more like parkways than ordinary roads, and as many of them connect park with park it is



possible to-day to drive between borders green with grass and trees for many miles through and round the city. When, after the war, the need came for immense numbers of new houses, the foresight of the Council and of their engineer, Mr. Brodie, was amply justified. The new areas which had to be covered with houses were not only thoroughly aerated by these great avenues but, by means of them and the fast tram routes they contained, were put into close touch with all parts of the town. Now that we have all determined that if we have to live in towns we shall no longer live packed like herrings in a barrel, the real value of the Council's great roads is apparent to everyone.

The final consummation of this great road scheme, both for new conditions of living and for new conditions of transport, is to be found in the Mersey Tunnel nearing completion. With each new inland communication in the past, with the first road, the first canal, the first railway, Liverpool has leapt forward in growth and importance. As the geographical centre of the British Isles she was always better situated than any other port as far as her sea communications went, but now with her great new tunnel and the great new roads giving connection to the Midlands, East Lancashire, Yorkshire and Scotland, she will have gained in addition the best possible inland communications. No wonder some of her citizens propose she should mark the Liverpool entrance to the Tunnel in the Old Haymarket with a great tower to serve not only for new municipal offices but as a land lighthouse for the new transport.

The other great architectural problem of our age in Liverpool has been the Cathedral. Was it possible at this time of day to build a structure which

would embody the religious aspirations of a million people and stand erect over the whole Merseyside as a symbol of its religious life? Many doubted. The cathedral building age seemed passed. We did not seem to possess either the right spirit or the right imagination. Sir Giles Scott, however, has removed these doubts. He is giving us a cathedral which does all these things and does them chiefly because it is no copy of any old one, but belongs to our own time as much as the great office buildings at the Pier Head.

What is the vision of the future then? One sees, I think, a great series of tall buildings along the river front as the old docks get filled up, backed by others. Liverpool's first Rome Scholar in Architecture, now the Secretary of the Royal Fine Arts Commission, Mr. H. C. Bradshaw, when he was a Third Year Student in the School of Architecture, made a fine drawing, here reproduced, of such future buildings. The Cunard Building was not built when this drawing was made. All these buildings, of different heights and sizes, like the three there already which in themselves, make such an incongruous group, Mr. Bradshaw brings to a sense of unity and order by means of two great office towers symbolizing together the Gateway of Europe from the West. It is a fine idea. Some day it will be realised.

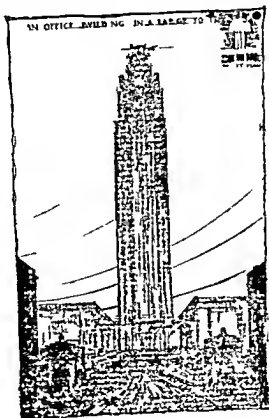
Behind this office quarter in the future will spread the shopping and amusement area, ever brighter and gayer at the ground level, but with buildings strong and simple above, so that the town as a whole does not suffer as London does at Piccadilly Circus. Behind that let us hope the area of poor, mean streets will quickly be swept clean and be replaced with bright new buildings of flats such as the fine block Mr. Keay, the Director



of Housing, has already built on Dingle Mount, and by the new and cheerful factories that are springing up in the Aintree area. Behind this is the area of quiet old streets and squares, which I hope will remain, for the professional classes. Beyond the squares and the old streets we shall see, as we begin to see already, a vast area of green parks and parkways climbing the hills and holding between them little village communities where the city has itself housed its workers. Along the river towards Garston is the fine Riverside Drive and Park made out of the spoil from the Mersey Tunnel, and beyond that again, towards Speke is Liverpool's famous satellite town, the most complete and happy solution of the housing problem England ever devised, because

it was designed and built at one time by a good artist who had the imagination to foresee and provide for all the needs physical and spiritual of a whole community. There it is embowered in trees and gardens, but open to the breezes from the river, with its churches, its schools, its municipal theatre, its concert and dance halls, its swimming pools and playing fields, all in materials and of shapes which make a happy and congruous whole.

Isolated on its rock above the roofs of the town and commanding the whole Mersey valley, the great estuary and the surrounding country, broods the finished cathedral, complete in its monumental symmetry, a sign to all that Liverpool's greatness always has been and always will be based on faith.



Suggested Tunnel Entrance

LIVERPOOL AS IT SHOULD BE

By Rt Rev A A DAVID, D D (LORD BISHOP OF LIVERPOOL)

IT would not be difficult to give one's fancy rein and to paint a picture of a perfect Liverpool. But Utopias have gone out of fashion, and, I think, rightly so. Once I attended a meeting of people interested in elementary education. One of the speakers was an enthusiast, who held, as I think not altogether rightly, that the more you spend on buildings and equipment, the better results you will get in, and out of, the children. So he described his ideal school, set in the midst of a park, and containing everything that could conceivably minister to comfort, health, and enlightenment. And he did it so well that he induced a majority of those present to send a resolution to the Local Education Authority, demanding that their schools should forthwith be raised to his standard.

Now I thoroughly approve of dreaming. The greatest achievements of mankind have begun in dreams. Indeed there is no achievement that is not founded on a vision of desire. It is psychologically true that in any undertaking, commercial, political or social, the first step is an idea of what should be. A man or a group of men sees something which does not yet exist. Their first effort is an effort of the imagination. With this in front of them they proceed to search for means towards the end they have set before themselves. They calculate the forces

against them, forces of competition, of opposition, of blind *laissez faire*. They marshal their own forces, they count the cost, and then they step out into action. Faith takes command. They cannot prove that their policy in business, or legislation, or philanthropy will succeed. But they are sure enough to act as if it would. Their dream holds them. This is the story of all enterprises, great and small. Therefore, it always seems to me irrelevant to rebuke or suspect a man because he dreams. If he is going to do anything worth doing he *must* dream. Dreaming is business. Whenever I hear a man called a visionary or an idealist, and for that reason gently, or otherwise, set aside, I always want to support him, at least until I know whether his imagination issues in faith, or is merely an idle indulgence. If his dream inspires him to action, then he is the kind of man we want everywhere, and I for one will not discourage him. I often think of lines once given me by a Quaker friend —

Dreamers of dreams. We take the
taunt with gladness!

Knowing that God, beyond the years
you see,

Will weave the dreams which count
with you for madness.

Into the fabric of the world to be.

But much as I approve of dreams,
I do not think they are fit subjects
for resolutions, which ought to be concerned with something within almost



LUGGAGE BOAT ON SUNDAY
Sketch by Miss W. HUMPHRIES



immediate reach, with the next step, rather than with far-off ultimates. I am going to take the same line in this article. In spite of its title, it will contain no description of a perfect city. I do not think that any of us can usefully forecast the fabric of the world to be. But its pattern grows, and we can recognise the lines and stages of that growth. Here are some of them that concern us in Liverpool.

I put aside certain developments which we may reckon as established. We are thankful and proud to be committed to the policy of abolishing slums by offering, largely at the public cost, a sufficiency of decent houses which can be kept decent. It is of necessity a slow and patient policy, and those who complain because it is slow cannot have realised the long accumulation of arrears in this respect, and the immense difficulties, nowhere greater than in Liverpool, of meeting them. We are beginning to recognise the possibilities of town planning. Most people are not aware how much labour and imagination our civic authorities, co-operating with other authorities, have recently been spending in studying the mistakes we inherit from the times when people were allowed to build anywhere and anyhow. We shall now correct such errors where we can, and at any rate make no more. I wish we could be quite as confident about open spaces and adequate playing fields. Cheaper electricity is coming, and perhaps the trams (at any rate in the centre of the city) are going. Very slowly people are coming to believe in the possibility of a cleaner air. I would commend an article on the evils of smoke by Dr Saleeby in a recent number of the *Liverpool Review*. I hope he will follow it up by another, showing practical methods of clearing our skies.

But we must go deeper if we are to penetrate the great secret how Liverpool is to make the best of itself. Consider first a problem of industry. Around our Docks there is a reservoir of labour much larger than can be wholly employed at any particular time. Under present conditions here and elsewhere this is inevitable. For obvious reasons men can be taken on only when work is ready for them, and they must be at hand, ready for it. What happens to them when they stand off is not the concern of any individual employer. But whose concern is it? It is the concern of all the employers and of the community behind them. There must be an answer to the question, 'How might existing conditions be altered so as to ensure regular work to the maximum number of dockside labourers, and reduce the floating margin to a minimum?' If so, it ought to be thought out. But nobody is likely to do so until there is a popular demand for it. I do not see how any great seaport can ever be industrially and economically healthy till its casual labour is brought nearer to the vanishing point.

All who look forward to a better Liverpool are reformers, whether they like to be known by that name or not. And as such they cannot avoid the question of the conditions under which drink is retailed and consumed. They are members of a state which has assumed certain responsibilities in this regard, and, therefore, they must from time to time make up their minds whether existing conditions are satisfactory from the point of view of the general welfare, and, if not, how best they can be improved. My own opinion is that the inhabitants of any particular area should be entrusted with more control of these conditions than they now possess, and my belief is that



one day they will get it. When they do, there are many points which they will have to decide. Here is one which I will put in the words of E. V. Knox in a recent article on "Perpendicular Drinking."

"There are two positions in which the human being can comfortably drink. We call them standing up and sitting down. The vertical or perpendicular position in drinking is that which has been forced upon Great Britain by the designers of English public-houses, and it is in my opinion, barbarous, demoralising, and bad. I consider it bad not only for the general public, but also, in the long run, for the brewing trade. The principle is, I suppose, that a larger amount of liquid can be consumed in a given time by a larger number of people, and with less use of floor space, when the drinker stands upright. As soon as the drinker has consumed so much that he desires to change his position from the perpendicular to the horizontal, he is sent outside, and his "standing room" is taken by another. I say that this is an uncivilised custom, not worthy of the age in which we live.

"There is obviously an immediate commercial recompense in this method of supplying the nation with drink. But there spring also from the method certain very grave disadvantages. It may, for instance, be fairly easy to calculate how long a given individual can stand up to take drink before he overbalances. But it is not so easy to calculate how long the nation as a whole will be able to stand up and take drink without being brutalised.

"There are signs already that the British people is insisting on being allowed to sit down. And as most of the places where they are allowed to sit down are not public houses but tea shops, and sell more "soft" drinks

than alcoholic beverages, the brewing trade will probably find that their long policy of picking vertical drinkers into small and stifling pothouses is rather a short sighted one."

We are often told that the Trade is eager for the Reformed Public House. Perhaps they will soon demonstrate that eagerness by initiating reform on some discernible scale. If not, the Carlisle experiment has proved that it can quite easily be done through disinterested management. One thing is clear. By one way or the other Liverpool as it should be must have it. Slummy pubs are as bad for the community as slummy houses.

I suppose that the reason why the community interests itself at all in public houses is that they supply what is regarded as a general need. If so, the community ought to be equally interested in other general needs. One of these is recreation and amusement. Last week I was in a Social Club for young people in Everton. It was founded and is being run by an enterprising parson who had been presented (I believe by a Free Churchman) with a public house 'to do the best he could with it.' When I came, a lecture had just been concluded, and twenty or thirty couples were dancing to the music of a band in the gallery. In a corner was a canteen. Those who recognise the parson in question will not need telling that only non-intoxicated were supplied. Round the walls were sitting mothers and friends, some with babies on their laps. Upstairs was a "quiet" room. Everything was on the simplest scale, but human, homely and jolly. And the Club is self-supporting. I could not help longing for a string of such clubs from North to South.

Last among our needs I may be allowed to include a personal hope



which I know is shared by all in my own communion and by many outside it. To some readers of this book the provision of a sufficient number of beautiful churches and well-equipped Parishes may seem to be a matter of private taste. To me it is an indispensable condition for the development of Liverpool as it is into Liverpool as it should be. If this seems to any an arbitrary statement or a piece of special pleading, let him study and compare the general condition and tone of a churchless district with that of a parish not too large for the parson and his council to cover with church influence. I need hardly say that I am not pleading for the necessity of Anglican as against Free Churches. I

welcome any centre of religious influence, especially where it is inclusive, tolerant and vital, touching and inspiring life at all its higher points, and based on the Divine love, revealed in the love of men for one another. But let it be remembered that to the Church of England belongs the privilege and duty of providing means of religious expression, not for special groups of adherents here and there, but for all who desire them. It must cover the ground. That is why I am asking Liverpool to help me build churches and halls. Without them no thoughtful citizen can imagine Liverpool as it should be.

ALBERT LIVERPOOL.



Vulcan Street

THE CITY GOVERNMENT

By WALTER MOON, TOWN CLERK OF LIVERPOOL

IN no department of public life is the historical sense more necessary than in municipal administration. The man who has been born into the Liverpool of to day with its care for the health, property, recreation and material wellbeing of the individual, has often no knowledge of the Liverpool of less than 100 years ago when it was not regarded as the business of the Town Council to concern itself seriously with the conditions in which the community lived. Any regulation of insanitary housing, any attempt to cleanse the streets from vice, any proposal to lay down the lines on which the city should develop would have been regarded as gross interference with the right of the citizen to live how he liked, or to lay out streets and houses in any shape or plan that he desired.

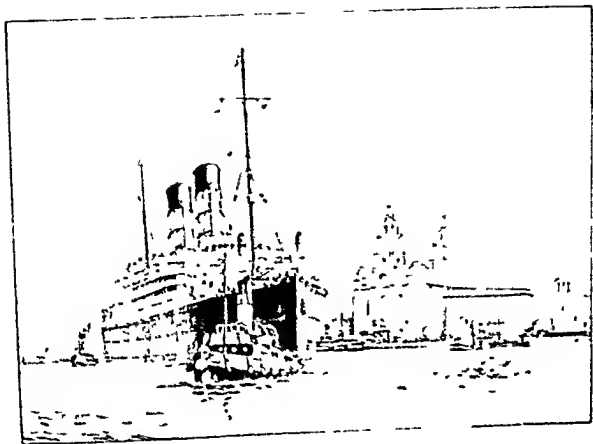
The City Government of to day is, therefore, in its present phase a very new thing, which has been grappling with heart breaking problems since the Municipal Reform Act of 1835, when the self-elected Council, which had existed since 1580, gave place to a popularly elected assembly. When we reflect on the Liverpool of to day and its high position among the most progressive municipalities in the country, we see the magnitude of its achievements only if we realise the appalling state of affairs with which

the Council has had to grapple in the past ninety years.

In 1835 a large portion of the population lived in noisome cellars. Feeble old watchmen, who acted as the police force, were quite unable to prevent crime or cope with the frequent rioting in the streets. It was said to be a favourite pastime for wild youths to overturn the watchmen in their sentry boxes in which they dozed at night. An official report of that time said that there were 1,200 known juvenile thieves and 3,600 known prostitutes who had recognised centres. Even in 1847 the housing conditions were so bad that there were 14,085 inhabited cellars in 5,841 of which pools of muddy and stagnant water were found on the floors.

That was the point from which the Council as it is constituted to-day had to make a beginning. The evil conditions which had earned for Liverpool the opprobrious title of "the black spot on the Mersey" were attacked with a degree of vigour and determination that made Liverpool a national pioneer in many forms of administration and gave us the city of which we are now so proud.

Liverpool was the first town to appoint a medical officer of health and the group of private Bills promoted by the town from 1842 to 1846 gave a lead to the whole country in housing reform. It is 86 years since Liverpool realised that there was a housing



RIVER AND PIER HEAD.
Pen and Ink Sketch by SAM BROWN



problem to tackle. During all these years it has been building and rebuilding and undoing the reckless work of past generations, as well as finding accommodation since the war for many thousands of homeless people. Under a recent Act of Parliament the city has acquired for housing purposes an area of land considerably larger than the whole of the borough of Bootle. On the Norris Green estate provision will be made for a population which will constitute a considerable town in itself with churches, schools, cinemas, banks, shops and all the amenities of a self-contained community.

The provision of houses by private builders has also been encouraged by means of a lump sum subsidy and loans on mortgage, but the question of slum clearance and rehousing is still receiving attention and a large central rehousing scheme is now being dealt with.

It was Liverpool, of course, in which the first public wash houses were established, and, in fact, in public health reform generally Liverpool, perhaps because of its greater need, has always been in the forefront during the past century.

In any story of local Government in Liverpool, housing is bound to occupy considerable attention, for there were periods when the population trebled in ten years, and 100 years ago there were no more than 120,000 persons in Liverpool compared with 879,000 to-day. There have been sudden floods of population, as, for instance, during the great potato famine of 1845-46 in Ireland, when 90,000 Irish people entered Liverpool in three months and from July, 1846 to July, 1847, 300,000 Irish folk came to Liverpool to escape starvation. The great majority of these fugitives from famine emigrated to America, but

many remained to aggravate for a long time the already bad housing conditions in the city.

To-day, however, we have a city of a size and importance with which even the Liverpool of 50 years ago cannot be compared. The area of the city is 24,795 acres and we have a frontage to the river of approximately nine miles. It is the duty of the Corporation to see that the whole of this area is kept in a thoroughly healthy condition, that it is served by well-paved roads, efficiently drained and sewered, properly lighted, protected by police, staffed by schools for the education of every child, supplied with unlimited quantities of pure drinking water, and provided, in certain cases, with medical advice and attention, either in the child welfare centres or in the city hospitals. Public wash-houses, public baths and open spaces, allotments and public parks are some of the amenities the municipality provides now a days with no stingy hand for the masses, who are also regaled with free music during the summer months in the parks.

The municipality also provides cheap and speedy means of street transport without which the worker in a city of this size could not reach his employment and return in the evening in reasonable time and at a reasonable cost. There are 160 miles of tramways and many omnibus routes in the city, in addition to over 40 miles of enclosed tramway track used exclusively by tramcars. Although the fares are among the lowest in the kingdom, the tramways undertaking has made large contributions to the relief of rates since it was taken over by the Corporation. Liverpool was one of the first authorities to adopt the sleeper or grass track in order to secure increased tramway speeds. The new



car works at Edge Lane will be the biggest and the finest in the United Kingdom.

The Public Health Services of the city cover a very wide field, including the milk depots and the Maternity and Child Welfare centres and hospitals for persons suffering from infectious diseases. Admirable provision has been made for the treatment of tuberculosis by the erection of sanatoria. Preventative work is carried on in the schools, where the children are all medically inspected and parents are notified where defects are found, and cases are followed up. The general physical condition of school children has greatly improved since the introduction of medical inspection. School clinics have been opened for the treatment of children.

The Liverpool City Council is the Sanitary Authority for the Port, and representatives of Riparian Authorities serve upon the Port Sanitary and Hospitals Committee of the Council. All vessels arriving from foreign ports infected with dangerous diseases are medically inspected in the river. Infectious cases are removed to the Port Sanitary Hospital at New Ferry or the City Isolation Hospitals, the medical officer having power to reject aliens who may be a danger to the public health. Routine inspections of vessels are carried out by trained inspectors. A staff of rat catchers and rat searchers is maintained to detect plague.

The Port Sanitary Authority inspects immense quantities of food—stuffs coming into the Port.

The area of supply of the Corporation's electricity undertaking includes the city of Liverpool, the borough of Bootle, and the Urban districts of Litherland, Waterloo-with-Seaforth, Great Crosby and Little Crosby, but supplies are also furnished to Prescot to supply Huyton and Roby, and to

the West Lancashire Rural District Council to supply Maghull and Lydiate. The Lister Drive Electric Power Station is now one of the finest and most efficient cooling Power Stations in the country. An immense development regarding electricity is at present being considered by the Corporation in connection with the erection of a large Generating Station at the Clarence Dock Site.

As in other cities, the street system in Liverpool, until recent years, developed along the lines of least resistance, but within the last thirty years many streets have been widened to make room for tramways, and wide roads for better crosstown communications have been provided. Provision is being made for the increase in road traffic from the docks to the manufacturing districts. Tree growing in streets has been developed, although Liverpool's climate is not ideal for this purpose.

The Education Committee has under its control various types of schools, including elementary, secondary, and technical schools, a School of Art, and a School of Commerce. The educational system is completed by that great centre of higher teaching and research, the University. Scholarship schemes are in existence by which gifted children of parents of slender means may secure the benefits of higher education, and in Liverpool the Education Authority is fortunate in having the co-operation of a body known as the Council of Education, which has done pioneer work in this field. A Juvenile Employment Bureau has been established at the Education Offices, and unemployment insurance, so far as it concerns juveniles, has been taken over from the Ministry of Health.



The work undertaken by the Liverpool City Police is very comprehensive, as the Police have had considerable extra duties thrust upon them in recent years. The Watch Committee is also the Fire Prevention Committee. The numerous Fire Stations in the city are fully equipped and prepared for any and every emergency.

Liverpool possesses a very good water supply, the sources being Lake Vyrnwy, in Wales, and Rivington in Lancashire. The Corporation also supply other authorities with bulk supplies of water within a compulsory area of supply.

The organisation of the various types of libraries is planned to enable enquirers to obtain quickly the information they seek, and are great centres of activity. Special libraries and reading rooms are provided for children. The Museum contains many collections and special facilities are given to students and visitors on application. The Walker Art Gallery, which was presented as a gift to the Corporation, contains a permanent collection, which has so outgrown the space available that a further extension is now proposed. The permanent collection includes many valuable works of Art, and an annual Autumn Exhibition is held, which comprises the work of the current year.

So far back as 1298 an income was received from the Markets and Fairs in Liverpool, and by a charter of Queen Anne in 1709 market rights were granted to the Council. The development of the markets has proceeded and at the present time a scheme for the erection of a new and up-to-date abattoir, meat and cattle market, with accommodation for the allied trades at Stanley has been approved by the Council and, subject to Government sanction, the work will be shortly commenced. The facilities

for distribution will be unequalled in the Kingdom, and it is believed the new abattoir will be one of the best equipped of its kind in Europe.

The total number of parks, gardens and open spaces controlled by the Corporation is 92. The total acreage is about 1,857 and the annual cost of maintenance about £100,000. An Allotments Committee of the Council has been specially appointed for the purpose of controlling the various allotment centres in the city.

The Poor Law administration is carried out by a body known as the West Derby Board of Guardians, who deal with the relief of the poor in Liverpool and certain other adjoining authorities. The Guardians have under their control a number of very important institutions for medical, and other cases, and for the sick, infirm and destitute.

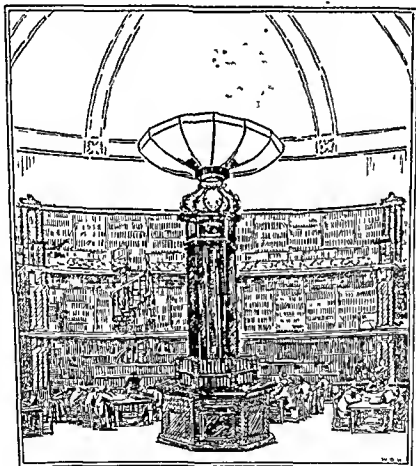
The scheme for a traffic tunnel between Liverpool and Birkenhead is in charge of the Mersey Tunnel Joint Committee, which is composed of representatives appointed by the Corporations of Liverpool and Birkenhead. The Mersey Tunnel connecting Liverpool with Birkenhead will be the largest under water tunnel in the world, and its total length will be between 2 and 3 miles. Its external diameter will be over 46 feet and the width between curbs, allowing for four lines of vehicular traffic, will be 36 feet. When completed, it may be compared to Dale Street, Liverpool, under the river.

The estimated cost is £5,000,000, half of which is being borne by the Ministry of Transport, who recognise that the scheme by providing a national highway for traffic between the industrial centres at present divided by the river, is one of national importance.

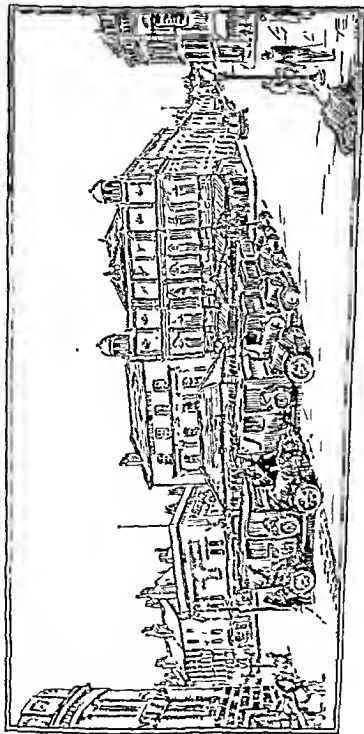


The municipal finances are in a particularly healthy condition. The Corporate Estate of Liverpool, from which a large annual revenue is derived,

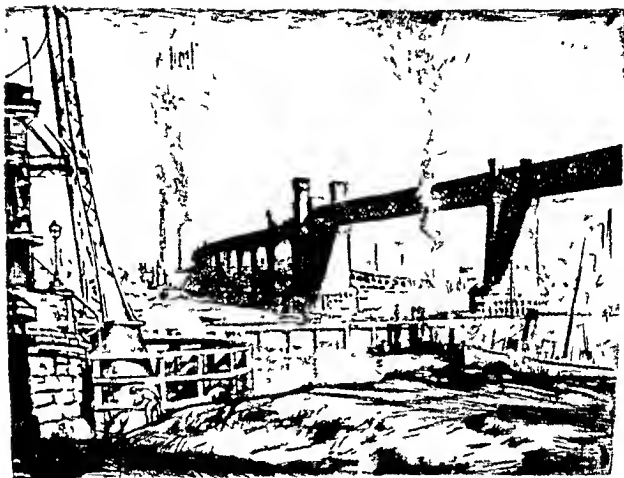
Corporations. The rateable value of the city for the year 1927-8 was £7,099,140, and the assessable value for the same period was £7,089,790.



Picton Reading Room



WILLIAMSON SQUARE, WITH THE PLAYHOUSE IN THE BACKGROUND.
Sketch by Miss W. Hutchinson



RUNCORN
Dry Point by the late HAMPTON HAY

THE PORT OF LIVERPOOL

By L. A. P. WARNER, CBE,

GENERAL MANAGER & SECRETARY, THE MERSEY DOCKS & HARBOUR BOARD

ALTHOUGH Liverpool cannot claim the antiquity of some of the other ports in the Kingdom at least it can boast that when once its foundations as a shipping centre were laid it never looked backward. Until the completion of the old dock in 1715, it had no real facilities to offer to ships, and the trade of the port was unimportant. It is true that, as far back as 1561, there was a jetty or breakwater guarding the Old Haven, for it is recorded that in that year a great storm visited the port and destroyed these works, but though little constructional work to secure the safety of ships in those days was undertaken, it was sufficient for the meagre trade of the day.

It was not until 1647 that Liverpool became a free and independent port. There is an old print of Liverpool showing the town and frontage as it existed in 1650, a copy of which hangs in the Dock Office and is well worth seeing by anyone interested in historic development. All that existed then was a church, a castle and a few houses. What is now a densely populated area running up from the river front towards the Walker Art Gallery was then merely a branch of the river, or the Poole, as it was called, on which the mythical Liver bird, doubtless, used to float.

Between 1650 and 1700 Liverpool's shipping trade expanded and the num-

ber and size of vessels increased, and it was because the vessels were constantly damaging each other that the inhabitants petitioned the Council to take some action in improving facilities. The result was that the office of Water-Bailiff was established, the bearer of this office having full power to order the proper mooring of vessels and to bring those who disobeyed before the Mayor, the showing of his silver oar being a sufficient warrant for the same without further summons or process.

The approach to the Port in those days was not through our present main channel but via Hoylake and the Rock Channel, vessels being lightened when necessary at the first named place. Liverpool has a big tidal range and an open river, and it was due to these considerations that the first enclosed dock, "The Old Dock," was built. The Mayor, Aldermen, Bailiffs and Common Council of Liverpool and their successors were appointed trustees for seeing the work carried out and when it was completed in 1715 it was the real foundation of the Mersey Dock Estate. The dock ran eastward and westward in the direction of the old pool. It was the first enclosed dock to be built, and Liverpool can claim with some reason to be the pioneer in dock construction. The immediate result of the building of the old dock was an increase in the numbers and size of vessels, proving the adage "give the facilities and the trade will follow."



Early in the 18th century Liverpool had a very versatile official, a Mr. Steers. He was Dock Master and Water Bailiff and was responsible for buoying the Rock Channel. His activities, however, went further, for he designed at least one church—St. George's. Between 1700 and 1800 the port progressed and, in addition to the old Dock, the Salthouse, Georges, King's and Queen's Docks were constructed. Trade was carried on with the Baltic and with Norway, the British Colonies in America, West Africa, Ireland, France and Spain, Portugal and Italy. The port had begun to rival Bristol. Indeed, towards the end of the 18th century Liverpool had fairly outstripped Bristol, the respective Custom House receipts on dutiable goods being: Liverpool £648,000, Bristol £335,000.

It was in 1857 that the Manchester Chamber of Commerce, the Manchester Commercial Association, and the Great Western Railway promoted a Bill, having for its object the divorce of the port from the Corporation of Liverpool and the vesting of it in trustees. These bodies, representing the trading interests generally, were dissatisfied with the uses which the Corporation had made of the receipts from town dues. They contended that money received from ships and goods should be earmarked for the benefit of the port and in no way used for the benefit of the town itself. The result was the formation of the Mersey Docks and Harbour Board which held its first meeting in January, 1858. Later in the same year, under the Consolidation Act, 28 members formed the Board, 24 elected by dock ratepayers and 4 by the Government, a position which remains in force to-day. At this time the dock estate consisted of 213 acres with a lineal quayside of 22½ miles, the tonnage

entering and leaving the port amounting to 8,883,000 tons.

From 1858 to the present day continuous development of the dock estate has proceeded, new docks have been constructed, the Gladstone being the latest, and many of the older docks have been reconstructed. The development of the port facilities can be estimated by a comparison with the year 1858, when the docks were 34 in number, as against the present 90. Their water area, then 192 acres, has increased to 655½, and the frontage of their quays, formerly 18½ miles, is now 38½ miles. Whereas there were formerly no railways upon the dock estate there are now over 112 miles of dock railways. The dock warehouse accommodation, then of merely 1,200 tons, now affords storage for 500,000 tons of miscellaneous cargo. The volume of traffic passing through the docks annually is approximately 15,000,000 tons.

From the Overhead Electric Railway the greatness of the Port of Liverpool is revealed. It is the vision realised of shipping supremacy. On one side is the dock road, on the other the docks and the Mersey. The dock road is about seven miles long and runs inland from the Gladstone Docks at Seaforth to the Hereclane Docks at the southern extremity of the estate. On the inland side of this road is a series of buildings all, or nearly all, concerned with shipping. A traveller on the railway will observe a large number of railway goods stations along the route, engaged in collecting and distributing merchandise that appears and disappears in the direction of the docks. Assuming that he has a knowledge of docks and ships and cargoes, he will be puzzled to find any commodity that is not conveyed on this great dock road.

The equipment of the dock estate



provides for all classes of cargo and all types of shipping. It serves also for the most rapid dispatch of passengers and includes a Landing Stage, 2,500 feet in length and 80 feet in width, alongside which the greatest passenger liners berth at all states of the tide. From the adjacent riverside railway station, passengers entrain or detrain with comfort and celerity in connection with train services to all parts of Great Britain.

To mention only one dock out of the many, the Gladstone Dock, comprising a vestibule dock, two branch docks and a graving dock, is the acme of engineering skill in its application to transport. All that science can suggest or practice demands has been embodied in this new improvement. All parts of the new works have been designed to accommodate the largest vessels afloat, with a liberal margin for future possible increase in size. An effective new arrangement has recently been installed in the graving dock now incorporated in the Gladstone system. Instead of a vessel being shored up when the water is pumped out, it is held in position by means of hydraulically worked bilge blocks, which take against the vessel's bottom and the vessel then sits as in a bed. This arrangement obviates much labour and waste of time.

The sheds at the Gladstone Dock are capable of housing the largest cargoes not only for transit purposes, but also for warehousing. The crane equipment is of the most modern design, and is economical. Railway connections with all the sheds are ample and there is every facility for road transport. Perhaps the most interesting feature of the Gladstone Dock is the great lock. It is 30 feet wider than any vessel afloat and 155 feet longer than any vessel yet built. These are out-

standing merits, but the real triumph achieved by the lock is its great depth. In the river Mersey there is a tidal range of 30 feet, and until this new lock was built the docking and undocking of vessels was generally confined to two hours each side of high water. We are unable to defy the tide, but we have to a great degree been able to ignore it with a lock so deep that a vessel can be docked drawing, say, 27 feet practically at any state of any tide during the year. This means quick despatch, there is no longer any need for a ship to wait for the time round about high water, she gets to her loading or discharging berth as rapidly as possible and her stay in port is shortened, or she is able to avoid overtime.

Apart altogether from the wonders of the Gladstone dock with its facilities for docking or undocking, we are very proud in Liverpool of what our vessels are able to perform in the way of rapid turn round. Take any of the lines with a weekly service to the North American ports. Four vessels maintain the service for a company one, say, in New York, one in Liverpool, and two crossing each other on the high seas, one for Liverpool, one for New York. Any one of these vessels will have 5 working days in Liverpool, it carries mails and passengers, it brings in say 7,000 to 8,000 tons of cargo and carries outward some 5,000 to 6,000 tons, it revictuals, coals or oils, and ships passengers and mails outwards. All this is accomplished in 5 days without fail throughout the year. Failure would mean dislocation of the service.

Liverpool, the greatest flour milling centre in the United Kingdom, has complete facilities for the handling of grain. Wheat imported in full cargoes is brought to berth at the flour mills or some adjacent warehouse. Grain



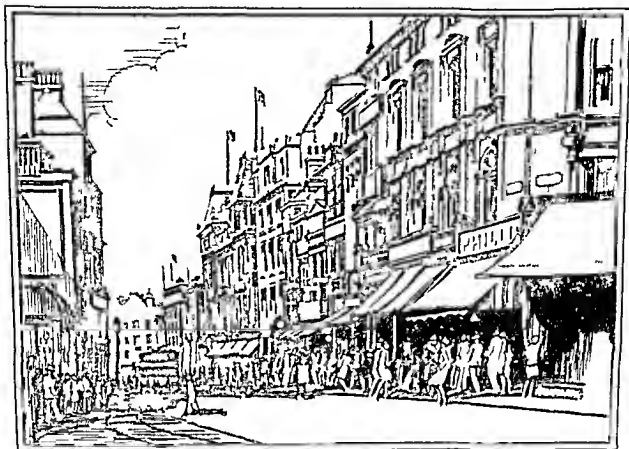
imported as part cargoes is discharged by suction or other elevators into barges without interference with the unloading of the remaining cargo upon the quay.

The chief imports are grain, cotton, wool, tobacco, fruit, oil and provisions. These goods are all stored and marketed within the Port. The warehouses have a total holding capacity of 2,367,000 tons. The Stanley tobacco warehouse, 36 acres of floor space, is the largest

building of its kind in the world. The Liverpool Cold Stores accommodate 80,000 tons of meat. To sum up, Liverpool has probably the finest complete dock system in the world and is in a position to serve the most populous districts with their enormous wealth and manufactures, possessing, as it does, every facility for a large passenger as well as a great import and export trade.



Dock Board Building



CHURCH STREET
Drawing by A PRESTON

LIVERPOOL AS A MARKET

By STEPHEN WILSON, ASSISTANT SECRETARY TO THE LIVERPOOL
CHAMBER OF COMMERCE

THE ceaseless flow of transport which throngs the docks and streets of Liverpool at all seasons of the year is almost the only outward visible sign which the casual visitor to Liverpool will have that the city is closely engaged with a branch of commerce which calls for neither factories nor mills. The truth is that Liverpool is one of the most important of the world's markets and at the same time one of the greatest dealers in world produce. As a consequence there is collected here almost every conceivable product that goes to maintain the life, industry, health and wellbeing of those who live in these islands and that is of international commercial value.

England manufactures for the world—how else can we live?—but in doing so we have committed the life of our people, in the need for foodstuffs, to the husbandry of others. To maintain that life and the vigour of our industries we must sell, but we must also buy. By the sale or exchange of our manufactures and such raw products as we have, we alone are able to secure food and raw materials. It is in helping to maintain this balance that Liverpool is so closely occupied.

The Deity, we are told, is not to be credited with having had anything to do with the creation of the towns, there must then be something which is not a little satanic in the history of

Liverpool. This will probably be disputed, but indications of the alliance may be found in the way in which the acquisitiveness of man is titillated by the wealth of produce of the world displayed in the port and in the fact that Liverpool must shoulder more responsibility than others for the creation of the large industrial tract which stretches far inland from the banks of the Mersey. Neither Lancashire nor the Midlands would have reached the highly industrialised mark of to-day had it not been for the service which Liverpool, as a market and as a supplier of necessities at reasonable prices, has rendered and still continues to render to them.

The Lancashire cotton industry stands out prominently in its dependence on Liverpool. Lancashire in the 17th century had everything which was desirable for the manufacture of cotton, except cotton. It looked to Liverpool, and the port responded with ships and wharves and warehouses and gradually evolved a system of trading which not only supplied Lancashire's demand but placed in their hands the means to buy wisely, with stocks of cotton which are still unequalled by any other port in the world. So great, indeed, was the attention given by those in the port to the special needs of the industry that Liverpool grew to be and still enjoys the distinction of being the greatest spot cotton market in the world. This market is con-



ducted by the Liverpool Cotton Association

So that the spinner of cotton shall have every opportunity of satisfying to a nicety, every possible conception he may have of raw material, enormous stocks of cotton are held in the port. The spinner may send his mill manager to Liverpool in the full assurance that, with the aid of his broker, he will be shown samples of every growth of cotton which it is to his advantage to see. The large stocks held by the merchants give full scope to the competitive element so that he may be assured also that what is offered is at the lowest possible price. The largest stock of cotton ever held in Liverpool was in 1914, when the warehouses found space for close on 1½ million bales. To day there are more than three quarters of a million bales from which to take immediate delivery. To explore the magnitude of the cotton business transacted in Liverpool would be a task not lightly undertaken by one who has no hopes of exceeding the allotted span, but at random a few indications of its volume may be given. Last season over 3 million bales of cotton were imported by Liverpool from all the cotton growing fields of the earth and each bale represents in weight about 500 lbs. Nearly 2½ million of these bales were sent out of the port for consumption by the manufacturing industry in Great Britain. To these totals must be added others which represent exports.

It may seem that to sell a few bales of cotton is a simple matter. Probably it is, but there is something more to take into account, for instance, the daily and almost hourly fluctuations in the price of the raw product, from many causes. Liverpool, however, is a market in its economic sense and to meet the position there is in addition to the facilities

for the sale of cotton "on spot" another market known as the Liverpool "Futures" market which is carried on under the rules of the Association in the impressive Exchange in Old Hall Street Liverpool, together with New York and New Orleans, form the three most important of such markets in the world for trading in American cotton. In another direction the futures market in Liverpool is unique in that it offers contracts not only for American and Egyptian but also for Empire and miscellaneous growths. This offers the most valuable commercial advantage to the spinner.

So inter-related is Liverpool with international cotton affairs that, except for American, the "standards" for various growths of cotton (the standard features of the growths) established by Liverpool are the universally recognized and accepted standards on which all European cotton transactions are based.

The dependence of this country on the husbandry of those in other countries and the necessity to import the bulk of our foodstuffs introduces us to other Liverpool markets without which supplies of both necessities and luxuries would be lamentably short and higher in price. The Liverpool Corn Exchange, wherein is one of the leading wheat markets in Europe, stands in similar relation to the British milling industry as the Cotton Exchange stands to the textile industry. Here also is a "Futures" market without which no industry dependent on crops universally in demand could conduct its competitive business with any sense of security. To supply a quarter of the total of imported wheat, which goes to make such a standard article of food as bread for every man, woman and child in Britain is no small undertaking, but through this channel of the



Liverpool grain market is such a business carried on, at the same time as the marketing of similar quantities of maize, barley and oats. Ships brought to Liverpool last year, as a result of operations on this market, close on $1\frac{1}{2}$ million tons of grain. The sober exterior of the Corn Exchange in Brunswick Street might be passed by a thousand times without any impression being received of the existence of this market, vitally important to our daily lives.

The hustle and hurry of Victoria Street may serve to divert our attention from the important marts which are established there. The Liverpool Fruit Exchange is one and the Liverpool Produce Exchange the other. Twenty years or so ago we in this country regarded fruit very much as a luxury. We are now more enlightened and more appreciative and allow it to take its proper share in our pleasurable diet. So widely, in fact, has the pendulum of popular favour swung in its favour that we are spending to-day something like 250 per cent more money on imported fresh or "green" fruit, as it is called in the trade, than we did twenty years ago. Liverpool has done as much, if not more, than any to see the demand adequately met. Fruit on the Liverpool market is hardly aware of seasons because, when the orchards in one part of the world are depleted, ships hurry forward from other parts with the rich bounty of other orchards in climatic rotation. It would not be beside the mark to say that about a third of the fruit which comes from the world to these shores is marketed through Liverpool and, apart from the home market, other countries buy through the port. It requires immediate sale, quick handling and quick transport, and that is why it comes to Liverpool. Anyone privileged to watch

a "green" fruit auction in Liverpool will never forget his experience, and if he comes away unscathed from the melee, which is an integral part of the business, possibly his relief at getting once again in the street will be excelled only by his amazement and gratitude that there exist such wizards as those who sit on the rostrum and minister so deftly to the needs of the public and the interests of the growers.

The fruit trade was organised more than 100 years ago. The present Exchange is comparatively new, having been opened in 1924 to meet the growing demand for greater facilities. The Exchange is splendidly equipped and is unique in that it allows of two sets of auctions to proceed under the same roof at the same time.

Large quantities of dried fruits, such as currants, plums, sultanas, etc., are also marketed in Liverpool under the organisation of the Dried Fruit Dealers' Association, as also are millions of tins annually of fruit, vegetables and fish by other groups of traders.

Another busy market is that of the Liverpool Provision Trade Association, which is concerned with such useful comestibles as butter, bacon, eggs, bams and lard. Here again we find a "futures" market, this time for lard, thus offering to the bog at least some kind of a prospective state with power to influence the commercial affairs of man. This market was the first of its kind to be established in England.

In the Exchange Buildings, which overlook the old Exchange Square and go by the name of "The Flags," will be found the News Room, the market of the Liverpool United General Produce Association, a body concerned with more important commodities than one would care to mention because of their diversity. Here business is done in sugar, coffee, cocoa,



rice, boney, spices, oils, seeds, nuts, oil cakes, rubber and the raw materials for tanning extracts, only to mention a few. It requires little thought to gain an impression of what business is done in products for which there is such an insatiable demand.

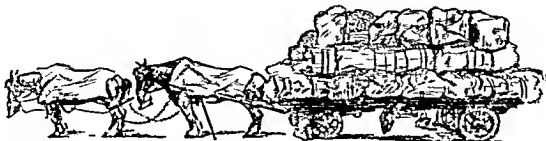
Enormous consignments of timber come into the Mersey annually to be marketed by the members of the Timber Trade Association, which has its Exchange in Moorfields. All descriptions are sold, and they are many. Regular auctions are held for the sale of mahogany, with which the name of Liverpool is always associated as the market.

There are regular auctions also for the sale of wool from the East Indies, Persia and elsewhere, and these always attract buyers from all over the continent and America.

And so we go on. There is a freight market to deal with the 40 million tons of shipping which passes in and out of the Mersey each year carrying merchandise to and from all the seven seas and a Stock Exchange to deal with general financial organisation. Nor can there be named any city or port which offers to greater advantage all the facilities for insurance, which form the great bulwark against disaster and make the complicated system of modern

commerce run smoothly and with confidence. With imports valued at £270,000,000 a year, most of which have been bought or sold or are still to be sold through Liverpool's markets, how can Liverpool ever be still? And there is much more than we have seen, for apart from the regular medium of definite Exchanges, day by day other business is carried on without ceasing. Hides and skins, meat, metals, tobacco and countless other consignments may all be mentioned still to leave uncatalogued many others dealt with and necessary to ourselves and our industries and part of the impressive scheme of world commerce.

There is no limit to the capacity of Liverpool as a market nor to the advantages which she holds by reason of her long experience and equipment and from her location, backed by industrial England on the one side and accessible by every trade route of the sea on the other, and linked with all by unsurpassed communications. The history of the port shows well enough that every demand which has ever been made of her has been fully met, nor will there be found wanting now or in the future any service which can conduce to the advantage of the producer and the buyer, the seller and consumer.



Wagon Load of Cotton



LIVERPOOL CATHEDRAL (INTERIOR)

Drawing by FRANK RUSSELL



DAILY DISPATCH

The only morning newspaper that
completely blankets the whole of
the Industrial North

MANCHESTER

INDUSTRIAL LIVERPOOL

By F. J. MARQUIS, M A, B Sc,
CHAIRMAN OF THE LIVERPOOL ORGANIZATION

LIVERPOOL'S industrial development is history in concrete. The variety of industries which cluster about Merseyside register a fuller story of the industrial revolution in Britain, of the people's changing habits and character, and of the later developments in our social structure than does, say, the almost single industry of spinning in Oldham, weaving in Burnley, or cutlery in Sheffield. In the last 120 years Liverpool has wrested a little from the block of most kinds of manufacture and in some instances has built up industries which have become associated chiefly with our city. Such industries as sugar refining, flour mulling, chemical manufacturing, soap making, and tobacco manufacturing are Merseyside specialities, and in addition there are at least 50 other kinds of manufacture which Liverpool undertakes.

Take but two of these commodities—matches and tobacco—a necessity and a luxury. It needs but little imagination to see in their growth and manufacture in Liverpool a century's change and development in the nation's life as a whole. Nay, the little powder-tipped match speaks of the history of the race, of primitive methods of securing light and warmth with flint and tinder, of links boys lighting home the late traveller, of gas lit streets, of the coming of the mighty electric spark, which may yet completely dim the match's glory. Tobacco in Liverpool goes back 120 years, when Mr Wellwood Maxwell commenced

business here, and it comes along the whole Victorian road, past the millhand and the labourer with their twist and clay pipes, to the hundred and one fancy tobaccos and cigarettes of to-day, to the Mersey Docks and Harbour Board warehouse at Stanley Dock—the largest tobacco store in the world—and to the half-dozen tobacco factories of this city, each bearing a name as widely known as Raleigh's own to the ground-lings of to-day.

Turn in another direction. Liverpool has revolutionised the furnishing of the houses of Britain and of the ships on the high seas—thrown all the heavy furniture and other cumbersome and lumbering things of the Victorian age on to the rubbish heap, into the Museums, or landed them outside old curiosity shops, where they blister in the sun or rot in the rain.

The manufacture of chemicals has become one of the premier industries of Liverpool. There are few industries which have played so great a part in the changing conditions of our age. In whatever direction one looks to day, whether it be to agriculture, to textile industries or even to glass manufacture, one will see the tremendous contribution which the chemicals of Merseyside are making to each process. Just 106 years ago James Muspratt came to Liverpool and established a sulphuric acid plant. That was the beginning of a prosperous business, which later became the United Alkali Company, now a constituent of Imperial Chemicals, Ltd. Our changed standard of life has been made possible only by



the growth of industrial processes during the last century or century and a half, but it might all have been a vain dream but for the managers and technicians of the chemical industry of Merseyside and the thousands of skilled and unskilled workers for whom that industry finds employment.

It should be mentioned in passing that medicines are very largely exported from Liverpool and it is interesting to note that the City has a virtual monopoly of the manufacture of oxygen required in medical practice, life saving, mine rescue, metal cutting and welding, lead turning, brazing, etc

We live in the soap age. We recognise that cleanliness is vitally necessary to public health, and Merseyside is helping largely to wash the world. In the year 1888 William Hesketh Lever, afterwards Viscount Leverhulme, came to look at a creek in Bromborough. He liked it, and purchased it. On one of its banks he built the biggest soap factory in existence to-day and on the other a residential town on model lines, known as Port Sunlight. The fame of both the town and the works has spread throughout the world. From there issue many of those popular cosmetics—tooth paste, rouge, nail paste and powder—done up in gorgeous tins and tubes and boxed in veritable works of art, which are the requisite of every modern woman and which are found in the handbag of every girl. Another pointer to the changed conditions of our day. There are many soap manufactories in Liverpool itself—such as Hudson's, for instance—which find employment for thousands of people.

There has followed naturally, upon every increase in prosperity and upon every improvement in transport facilities an increase in sugar consumption and, therefore, in the sugar-productive capacity of Merseyside—for it is here

that 40 per cent. of the sugar refined in this country is handled. This Liverpool industry goes back a long way, having been established here about 1673. To-day, the annual requirements in raw sugar exceed 400,000 tons and raw sugar ranks third on the list of commodities upon which the Mersey Docks and Harbour Board levy tolls. The founder of our modern sugar industry was, of course, Adam Fairrie and his two brothers, who built a refinery in Liverpool in 1847, and the name Fairrie ranks high in the sugar refining industry to-day. Kindred industries have grown up alongside the sugar producers—the confectionery trade, the cocoa industry, chocolate and sweet manufacturers, biscuit bakers, and jam and syrup makers. Some of the best-known names in the world for the production of these dainties, all catering for the modern taste, are to be found on Liverpool factories.

Merseyside is the largest flour milling centre in Europe and of Empire wheat alone £7,000,000 worth is ground here every year. In this industry also there are names known throughout the land—Applebys, Rank, Vernon, Wilson, and many others. Their progress does not reflect a changing fashion. Rather does it register the growth of our populations, the progress and prosperity of our people.

The clothing and allied industries of Liverpool about which one might write so picturesquely have to be summed up in one paragraph. So varied are the products of the Liverpool clothing, rubber and boot factories to-day that no article of attire in the wardrobe of the average man or woman would be found wanting among them. Attired in Liverpool-produced goods a woman would be amongst the smartest dressed in the City. No fewer than 11,500 people are employed in tailoring, dress



and blouse making, and in the industry making boots, shoes and slippers. These are in addition to those working in the artificial silk factory, hosiery and other works.

Ship-building and the engineering industries absorb great numbers of workers. In any of the ship building yards may be seen an enormous network of scaffolding. Hundreds of tiny men—for they appear very diminutive to the gazer—are running along the platforms, and there is the sound of hammering and great noise. Some ship or other, like *H.M.S. Rodney* (recently launched on the Mersey) is nearing completion. A glance up the river and the eye beholds the old *Conway*, a reminder of the tremendous strides which have been taken in the construction of ships in the last century. Steam has made the difference, of course, but the giant oil propelled ship which comes often to the landing stage nowadays, marks another period of engineering advance. Ships engines are built and repaired on Merseyside and there are other engineering shops set aside for the different engineering processes connected with our sea going vessels.

Several thousands of people, however, are engaged in the making of textile machinery and in engineering which cannot be classed as either electrical or marine. Liverpool makes a great quantity of electric cables—a commodity which opens up a world of romance—and in this city are manufactured incandescent lamps, bicycles, scientific and photographic instruments, carriages and motor car bodies, rolling stock for railways and tramways, bridges and girders, gold watch cases, precious metals, plate jewellery, and five people are actually shown as being engaged in the manufacture of aero planes, airships and balloons.

The vegetable oil and cake manufacturers have become identified with

the name of Liverpool. The farm animals of this country rely for their daily feed upon the residues from the oil mills, a large proportion of which is sent out in the form of compound cakes, and it will easily be seen how much the supply of home grown meat and home produced milk and butter depends upon the great seed crushing mills of Liverpool.

We are also a busy tanning centre. Almost twenty tanneries are operating in and around the city and close upon £3,000,000 of capital is involved in this industry. The leather produced is of the highest quality and is used not only for shoes and boots but also for harness, motor upholstery, motor body covering and bag work. Over 1,500 people are engaged in the making of ropes, and almost the same number are making card board boxes, paper bags and stationery. Printing and book binding employ over 5,000 of our population. Liverpool produces some of the finest printing in this country.

The manufacture of toys, games, sports' requisites, and musical instruments employs 2,068 workers, and hosts of others are skilled in the making of carpets, rugs, furs, saddles and harness. Marble working is another industry to be found in Liverpool, and one of our new comers is the Automatic Telephone Company. They started with a pay roll of ten and they have now three thousand workers.

What of the future? The question uppermost in the mind of every responsible man in the City to-day is—How far can Liverpool expand industrially? There is surely no limit yet in view. The City looks forward with as clear a perception of future tendencies as can be gained at the moment and she is making what provision she can for the new industries which must have factories in which to manufacture. Liverpool is ready

EDUCATION IN LIVERPOOL

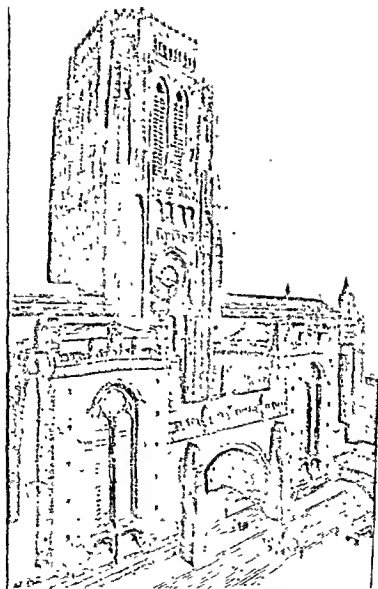
By C. F. MOTT, M.A., DIRECTOR OF EDUCATION.

TO write on "Education in Liverpool" is to describe endeavours which are being made both by the public Authority and by private workers to maintain and even to improve upon a great tradition. Liverpool was ahead of most cities in recognising a public duty in respect of education; a distinguished writer has referred to the voluntary activities of her citizens before the creation of School Boards in 1870 as "unsurpassed elsewhere in England." The needs of the community change with the times. Before 1870 the problem was (to quote the same writer) "to grapple with the educational destitution of the masses." That task was long ago completed, up to a certain minimum standard; and at the present time the aim of administrators and teachers is the perfection of the system in detail, the development of special facilities for special purposes, the closer welding together of the parts into a whole.

Let us look at some of the main features of the system. At its basis lies "the great organisation of the public elementary schools, to the care of which a long succession of devoted public workers have given unstinted pains and liberal aid." There are 180 of these schools: 76 have been built or acquired by the city ("provided" schools), 104 by the churches ("non-provided" schools); of the "non-

provided" schools 49 are of the Roman Catholic denomination, 53 Church of England, 1 Wesleyan and 1 Hebrew. All are financed alike (except as to maintenance of the fabric in non-provided school buildings) by the City Council, who are responsible for their educational efficiency. A body of managers is appointed for each school (in one or two instances, for a group of schools) in whose hands important powers are placed, by statute in the case of non-provided schools, by delegation from the Education Committee in the case of provided schools. About 130,000 children are in attendance at these schools.

What are the needs of the elementary schools? First, good buildings. The development of housing in the outer areas of the city has called for the provision of much new school accommodation; and the Education Committee have taken advantage of the opportunity to experiment with new types of building with a view to finding what is healthiest, best adapted for teaching purposes, and, consistently with these, most economical. In the "Florence Melly" Council School, Walton Hall Avenue Housing Estate, the Committee possess the largest school in the country planned on full "open-air" lines. The characteristic of this type is that both sides of each classroom can be thrown completely open to the air, the heating pipes being conducted beneath the floor. This school was



LIVERPOOL CATHEDRAL IN ITS FINAL FORM
Drawing by TRAFFLETS RANSBY



opened in 1927, and very favourable reports have been received both as to its healthiness and as to its convenience for teaching purposes. Some other new schools, for example the school at New Hall Lane, are "semi-open air" schools, the class-rooms opening into a verandah on one side only. The uncertainty as to the future child population in the new housing areas has led the Committee to make part of their school provision in these areas in the form of "portable" wooden buildings which—while embodying as far as possible the latest improvements in planning—are so constructed that they can with little difficulty be taken down when no longer needed and removed to other sites. In all these schools use has been made of modern schemes of colour-decoration which by relieving monotony and stimulating mental alertness may have a valuable educational effect.

Next, provision for attention to health and for healthy physical life. Every child is medically examined at least three times in his or her school career—on admission, at the age of 8 or 9, and shortly before leaving, and wherever it is desirable additional medical examinations are arranged. In order that poverty may not prevent any child from obtaining the necessary treatment, clinics are provided for certain classes of defect, particularly those of sight and hearing, the treatment is given at low rates of cost or, if necessary, free. "Special" schools are provided for those children who, by reason of physical or mental defect, are unable to derive benefit from the education given in the ordinary schools, and a mid-day meal is given to those who through poverty or other cause are in danger of being unfitted for education through underfeeding. Every advantage is taken of the school play-

grounds and the city's parks, open spaces, and baths for outdoor physical exercises and organised games and for swimming, and a tribute must be paid to the voluntary work of teachers in organising out of school hours a very comprehensive scheme of school sports, cricket and football matches, rounders and netball competitions, swimming galas, and school camps. These activities are not only valuable for bodily health, in skilled hands they may be made to contribute powerfully to the training of character.

Third, well trained teachers and an enlightened policy. The greatest care is taken by the Education Committee in recruiting teachers, nearly all of whom receive their first appointments direct from the Training College or University, after investigation of their records and interview by a Subcommittee of the Education Committee. While provision must be made in all schools for the teaching of "essential subjects"—such as the English language, including the intelligent reading of standard literature, writing, including composition, and arithmetic—much freedom is given to teachers in framing the details of syllabuses and in methods of teaching, and as a consequence the schools are very much alive, efficient and up-to-date in their practice, and enterprising in "trying out" new ideas. Thus modern "methods" like the Montessori system and the Dalton Plan have received careful attention and discriminating application from Liverpool teachers.

The educational aim of the elementary school has hitherto been two-fold first, the preparation for active life of the majority of the pupils who intend to enter employment as soon as possible after leaving, and second, the preparation for further education of those



who proceed to secondary or other higher schools.

Recent thought—embodied in the report of the Consultative Committee of the Board of Education on post primary education, known after the Chairman of that Committee as the Hadow Report—tends to the view that these aims are best served by a re-organisation of the schools, based on the distinction between (1) primary or preparatory education, which should end at the age of 11-12, and (2) "post-primary" or secondary (in the broad sense), which in its later years should take into some account the vocational outlook of the pupil. Corresponding to this distinction, schools should specialise either in primary or post-primary work ; and at the age of 11 plus (that is between 11 and 12) each child should begin his post-primary course in a new school, with the stimulus of new surroundings and a new curriculum suited to his needs. Probably no proposals for educational reform put forward in recent years have received more widespread approval, whether from education Authorities, educational administrators and thinkers, or from teachers ; and the Liverpool Education Committee are resolved to give the new system the fullest trial. All their new school buildings are planned for its adoption, though they are so devised as to render a return to the older system easy, if ultimately this proves preferable ; and schemes are being put in hand for the adaptation of existing buildings, where this does not involve undue expense. The results of this great educational venture may have important effects on the course of educational progress during the next generation.

The provision for higher education is of two kinds. The secondary schools or High Schools give a general edu-

cation aimed rather at the training of faculty and character than at the production of special forms of skill : the technical schools (including the commercial schools and the School of Art) emphasize the second of these purposes while not losing sight of the first. The secondary schools pursue their object mainly through the study of languages and literature, mathematics and science ; the education they give is valuable both as a preparation for any occupation, professional or commercial, in which a trained intelligence has to be brought into play, and as a foundation for higher technical study. Twenty-five years ago, when the Education Committee first took office, the principal public secondary schools in the city were thirteen in number. For Boys there were the Liverpool Institute High School, Liverpool College (in separate sections at Lodge Lane and Shaw Street), St. Francis Xavier's College, the Catholic Institute, and St. Edward's College ; for Girls, the Belvedere School and the East Liverpool High School, both belonging to the Girls Public Day School Trust Co. ; the South Liverpool High School belonging to a private company ; the Liverpool Institute High School (Blackburne House) ; the College for Girls, Grove Street ; Notre Dame High School and Collegiate School ; and the Bellerive Convent School. Some 2,000 boys and 1,250 girls were in attendance at these schools. The City Authority have since acquired the Shaw Street College building and reorganised the school carried on there as the Liverpool Collegiate School, one of the largest day schools in the country, and have opened six new secondary schools, two for boys (Quarry Bank High School, Calderstones Park, and the Alsop High School, Walton), and four for girls, (Queen Mary High School, Anfield,



Aigburth Vale High School, Sefton Park, Holly Lodge High School, West Derby, and the Calder High School, adjoining Quarry Bank.) Two co-educational secondary schools, the Holt Secondary School and the Oulton Secondary School, have also been successfully evolved from earlier institutions of a different type. The total number of pupils in attendance is now approaching 9,000.

The schools reach a high level of efficiency, as is in part shown by their remarkable examination record, especially in scholarship competitions. Every year they contribute a substantial number of entrants to the Universities, particularly Oxford, Cambridge, and the University of Liverpool, and the list of University honours secured by ex-pupils is long and distinguished.

The technical schools provide both part time and full time courses. The full time courses at present are limited to the Junior Technical Schools and the School of Art. The Junior Technical Schools, three in number, give a two year course for boys between 14 and 16 years of age who in general intend to enter some branch of the engineering or building trades. Strong features are made of practical mathematics and drawing, and of manual work at the bench, and general education is provided for by means of the study of English, literature, history, geography and science (including laboratory work). The pupils of the schools are very successful in securing employment immediately they leave school. The part time courses are arranged in grades in such a way that a boy or girl leaving the elementary school at 14 may by attendance and study extending over several years become possessed of important and valuable professional qualifications. For the youngest students there are Junior

Evening Institutes giving preliminary instruction in subjects related to industry or to commerce, next come the Senior Institutes, giving more specialised courses, e.g., in engineering, building, or in commercial subjects, and finally the organisation is crowned by the Central Municipal Technical School, the City School of Commerce, the School of Art, and the City Technical School for Women.

The Municipal Technical School has departments for nautical studies (the "Nautical College"), marine engineering, mechanical engineering, electrical engineering, chemistry, etc. Contact with industry is secured by advisory boards, containing representatives of the Education Committee, employers and employed. Special mention may perhaps be made of the building trades department, this is conducted under a definite arrangement with the building trades of Liverpool, the employers sending their apprentices for instruction during one day in each week, paying the fees as well as wages in full, the Education Committee providing the workshops and instructors and reporting to the employers on the attendance and progress of the students. Similar schemes are in operation for vehicle workers and for the chemical industry.

The School of Commerce has courses of instruction connected with banking, insurance, accountancy, the cotton and grain trades, company law and secretarial practice, as well as classes in modern languages and other subjects. Instead of separate advisory committees for each branch of work, there is a Committee of Management appointed by the Education Committee and containing representatives nominated by the Chamber of Commerce, which is comprehensive in its scope. The School has made rapid strides since its re



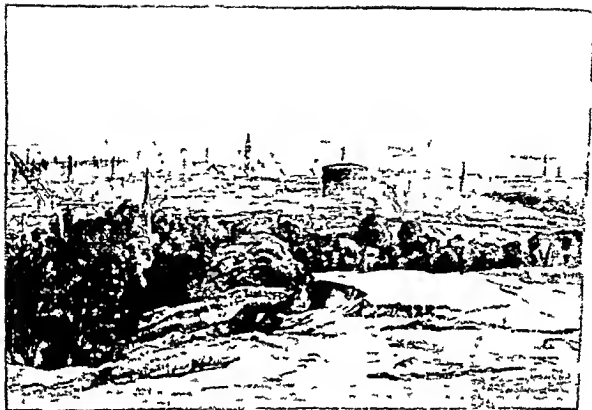
organisation a few years ago, and now enrols some 1,800 students annually. New buildings on a central site are in contemplation, where appropriate provision for further branches of commercial instruction may be made. The School of Art gives a training for the artistic professions, such as painting, sculpture, design, and in the artistic crafts. The latter include printing and printing and decorating, for which there are advisory committees containing trade representatives as in the cases mentioned above. The Central Technical School for Women supplies instruction in needlecraft subjects, including dressmaking and women's tailoring, cookery and domestic crafts, and, in the "F. L. Calder" College for Domestic Science, which is incorporated in the school, courses for the training of teachers of domestic science, for institutional housekeepers, and for cooks. Advisory committees have not been set up, but the school is kept in close touch with industrial and commercial interests by the Principal and the Committee of Management.

There remains to be mentioned the Juvenile Employment Bureau at the Education Offices, where young people from any of the schools may obtain skilled advice as to the choice of occupation, and be introduced to employers who notify vacancies. During the year ended 31st July, 1927, 16,869 applications for employment were received, and 5,792 vacancies were notified and filled. In connection with the Bureau the Education Committee have established with the approval and assistance of the Government Overseas Settlement Department, a training hostel in which boys desiring to under

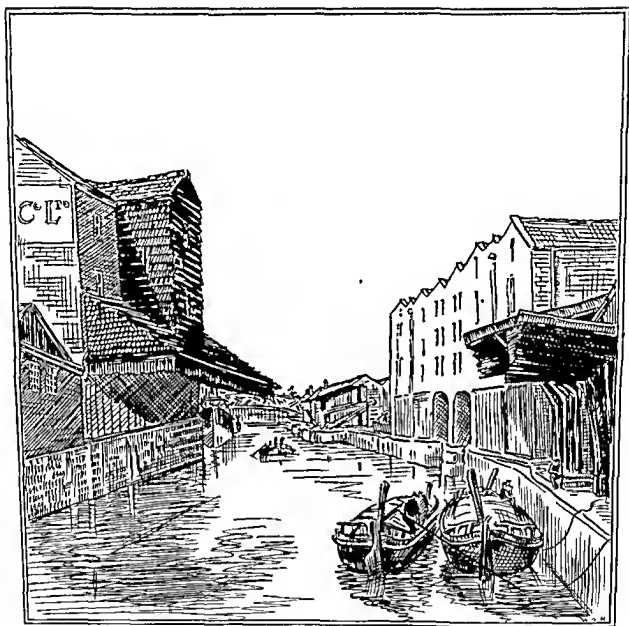
take agricultural work in one of the overseas dominions are given a short preliminary training. The Bureau has also recently extended its work on the higher education side by the appointment of a special officer. For those who fail to find employment the Committees provide Educational Centres, where character and intellectual powers may be kept from deterioration during periods of enforced idleness.

But the interest of the Education Committee in the young people who pass through their schools does not end even with their efforts to place them in employment suited to their capacities. Liverpool possesses an extensive and enthusiastically supported system of boys' and girls' clubs for the profitable employment of leisure, and the Education Committee use powers accorded them by the Education Act of 1918, to make financial grants to the clubs. The grants are distributed through a Joint Committee of the Education Committee and the Juvenile Organisations Committee.

Many details of the work of the Education Committee or of private educational enterprises in the city, *e.g.*, the arrangements for the care of delinquent children, the work of the private commercial and other schools, the interesting enterprises of the Art Studies Association, must necessarily be omitted from this short sketch. But enough has perhaps been said to illustrate the breadth of conception and the spirit of enterprise and progress that animate the City Authority and their staff and co-workers, and the solidity of their achievements hitherto—a firm foundation for future advance.



MERSEYSIDE FROM BIDSTON HILL
(Water Colour by E. CARTER PRESTON)



DUKE'S DOCK
Sketch by Miss W. HUMPHRIES

LITERARY ASSOCIATIONS OF LIVERPOOL

By FREDERICK WATSON.

IT is a hazardous undertaking to theorise upon the making of books since whatever one says can instantly be discountenanced as untrue if not sheer foolishness. Books have been conceived in the most unexpected places and in the most unfortunate surroundings. They have been written in garrets and cottages, rectories and busy streets. It might almost be said that given the urge to write, nothing save handcuffs can avert a book.

But it is safe and even a little intelligent to remind ourselves that there are certain conditions under which sustained literature cannot be expected to appear, or only as an outcry. Or to put it another way, there arrives in the progress of every nation a state of stability or repose which is more sympathetic to the production of books than for example civil war, or revolution, or the plague. Of those golden ages we will instantly recall Greece and Rome and Elizabethan England, and the eighteenth century. Or however superior we may feel about the epoch of the horse-hair chair, there is the Victorian age to lower our self-congratulation. At such times when the sense of national security was sustained, the production of books met with more than a casual nod, and the author was warmed physically and spiritually by the simple faith that the age of Letters had dawned. What must be realised,

however, is that in the evolution of a great city the sustained production of books can be expected just so soon as there is sufficient leisure to greet them. No one wanted fiction when the early American pioneer turned the soil with his shot gun on his back. The real Indian was all the fiction he required. And no pioneer in commerce can afford the relaxation to cultivate the purely artistic in life and thought. It is the comparison between Glasgow and Edinburgh, Boston and New York. In Liverpool, however, there has been this excellent distinction. However recent in development she has been raised on the highway of the seven seas, her association with literature bears the stamp of high endeavour and an imperial rather than provincial flavour. Seafaring men from the days of the merchant adventurers onwards have brought to Liverpool more than their cargoes from the East. They have given her the far horizon of great enterprises in the making of modern commerce and modern civilisation. As Aloysius Horn, a Lancashire man, remarks in his last book—"I met a woman who gave me a bed because her grandfather was a Liverpool man. 'That place,' she called it, 'down the Mississippi. The way the cotton goes.' Knew no more of Liverpool than that. But she'd been brought up to honour a Lancashire man even if her geography was somewhat scanty. She looked at me when I told where I came from



same as if I'd been a myth or a legend. 'Liverpool,' she said 'Come in' Aye, there's hearths open to Lancashire up and down the world that'd be closed to England"

It is not until the 18th century that a Liverpool author of note was born in William Roscoe (1753-1831) Whatever De Quincey, who was very youthful at the time, may have written sneeringly of him, Roscoe was a man of great intellectual power, and possessed what was even more vital in his day, the spirit of a zealot In literature his "Life of Lorenzo de Medici" was in the first class, and as a political leader his denunciation of the slave trade was nothing short of heroic Associated with him in this task was Dr James Currie (1756-1805), the author of "The Life of Burns," a notable book, and Rathbone and Yates Currie was born in Dumfriesshire but practised for several years in Liverpool Felicia Hemans (1793-1835) was born in Duke Street and was the daughter of a merchant In 1828 she went to reside in Wavertree Of her Mr Augustine Birrell (born in 1850 in this same 'village' of Wavertree) has written—"Her first volume of verse was printed in Liverpool by subscription in 1808, and I greatly value my copy not so much on account of its contents, or even of its excellent typography, as for its list of subscribers—mostly Liverpool men—who must therefore have had some tincture, however slight, of letters"

It was that "tincture" which quite evidently infuriated De Quincey In 1801, when he was 16, he stayed at Everton—then a remote village He deplores in "A Liverpool Coterie" the smug assumptions of Roscoe, Currie, a clergyman called Shepherd and one or two others But sixteen is a critical age!

Arthur Clough was born in Liverpool in 1819 His poetry was highly esteemed for its scholarly thought, certain verses are still familiar, and—like Mrs Hemans' pathetic "Graves of a Household"—deserve remembrance

The associations of Liverpool with literature in the mid-nineteenth century offer two promising channels of original investigation in the visits of Thomas Carlyle to his uncle James Welsh's house in Edge Hill As Mr Birrell has pointed out in his graceful "Recollections" some of the finest word pictures of the city are still to be collected from his books and letters The second is the solitary figure of Nathaniel Hawthorne, author of "The Scarlet Letter" He held the post of American Consul in Liverpool from 1853 to 1857 Hawthorne felt an exile and refused to be reconciled As Mr Birrell has written in "Life and Letters" (July 1928) he was "a shy, elusive, reticent creature with a bitter rind at the centre of his nature," and "the shadow of the past laid heavy hands on him when he came to the old Consulate office near the Goree Piazza at the corner of Brunswick Street Liverpool looked its dirtiest as Hawthorne disembarked Outdoors a brown soupy rain fell incessantly Both Nathaniel and his Sophia succumbed to melancholy, feeling themselves alien and unwelcome" Of his Liverpool friends only Henry Bright, the author of "A Year in a Lancashire Garden," seems to have had the sharp sense of humour to appreciate the pure gold in Hawthorne

In 1809 W E Gladstone was born in Rodney Street, in the house from whose balconies he recalled that as a child he saw Canning address the electors in 1812 Gladstone's influence on high standards of life—and con



sequently in literature—remained a burning force in Liverpool for the remainder of the century.

From the mid nineteenth period to the twentieth century many familiar names can be recalled. Edward Russell—editor of the "Post" in three reigns—was making his name, and incidentally as a dramatic critic the name of Henry Irving. There are few more impressive examples of sustained criticism than "Irving as Hamlet" ("Arrested Fugitives") Henry Lucy ("Toby" of "Punch"), born at Crosby 1845, was destined to add immensely to the intellectual vivacity of human life. Hall Caine was soon to serve his apprenticeship, and William Watson, though born in Wharfedale, spent his early years in Liverpool. Of him it may be said that the future holds more than the past. There is in Sir William's work the high ideal of Tennyson and Wordsworth which commands the judgment of posterity.

Towards the last decades of the century Richard Le Gallienne was coming to fame. Tirebuck had written the Liverpool novel "Dorrie." Charles Marriott was working in the dispensary at Rainhill, John Masefield was on the "Conway," and Rafael Sabatini no doubt fighting duels with the boy next door. But even more precocious than Mr Sabatini may or may not have been let us not forget that another Liverpool author, Holbrook Jackson, published, in his 'teens, an essay on Edward Fitzgerald and Omar Khayyam which was the first separate publication on the subject.

One must not forget the influence of the Church on literature. A fellow citizen who has given to contemporary letters a peculiar charm and delicacy in Mr Augustine Birrell was the son of a Liverpool Baptist Minister, there was the great Dr Raffles with his

host of autograph books, Dr Martineau the Unitarian with his sister Harriet, Monsignor Nugent, a very sweet member of the Roman Catholic Church, and Mr Lund and the Reverend James Bell Cox, and later, Bishop Chavasse. These men gave to Liverpool a sense of good fellowship in sectarian questions which has been typical of the city. They afforded to religion the quality of which literature is born. And there was my father, Dr John Watson, whose sermons to young men were, if I may be allowed to say so, both literature and life. In the 'nineties my father—a Liverpool man by adoption—published "Beside the Bonnie Briar Bush," written under the pseudonym of "Ian Maclaren." While dealing with Scottish novels the name of R W MacKenna will naturally occur, a very gifted author of our own time and one with a power of Scots dialect, and a true sense of pathos and comedy in the line of the fine old northern tradition of letters.

It is a little delicate to write upon contemporary literature in Liverpool. One outstanding name very nearly associated with the soul of our city is that of Dixon Scott, who died on active service during the war. Scott was a critic of extraordinary penetration and brilliance inspired by that fine idealist the late C E Montague of the "Manchester Guardian." His love and understanding of the town where he spent several happy years is best recalled in his "Liverpool," a book so original that it can never be replaced, and as a poetic interpretation probably unique in this branch of letters. In a similar fashion Mr Ramsay Muir has written our best general history, and Professor Reilly has in his study of our architecture opened out a new field of criticism, in which as a pioneer he will prove an inspiration to the rising



generation Lascelles Abercrombie, too, may be claimed as an important factor in contemporary associations of literature

In fiction one of the most brilliant of our living women novelists—Miss May Sinclair—was born at Birkenhead, and many Liverpool people will recall the days when Mrs Dowdall, the author of wickedly clever stories, lived in Liverpool. Louis Tracy (died August 1928) was a Liverpool man who wrote many successful detective stories, and only a few weeks ago the latest resident Liverpool author, Mr John Brophy, scored a considerable success with his first novel.

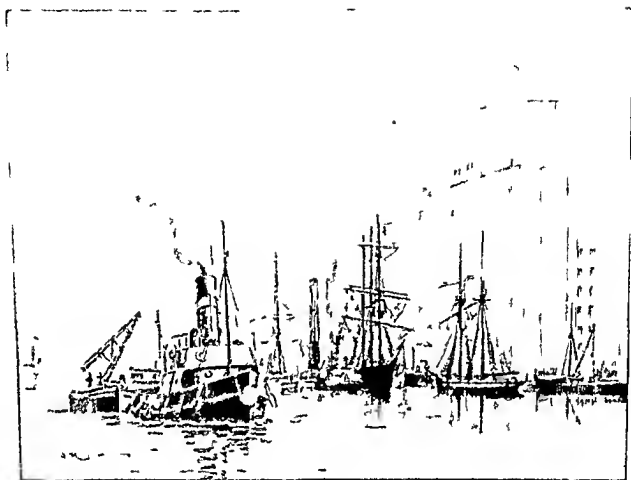
The death of Henry Yates Thompson on June 9th closes this brief chronicle. Born on December 15th, 1838, at Dingle Cottage, he was the grandson of Yates, the contemporary of William Roscoe, and can therefore be regarded as the last link with the old Liverpool tradition. He was typical of the catholicity of which this sea-faring city has reason to be proud. After a long stay in America he took an active part in the maintenance of Anglo-American friendship. He married a daughter of George Smith, the publisher and founder of the "Pall Mall Gazette." Thompson inherited the "Pall Mall" at its most vital period. A great bookman, his benefactions to public libraries were unstinted, and his place as a force in the preservation of all that was pure gold in public life and letters is one which in these days is not easily filled.

It may be said in conclusion that here are many great names, but the greatest are not of Liverpool: men born

and bred, nor are the works of many of our writers influenced by the city of their birth or habitation. That is true enough. Le Gallienne, in his "Young Lives," certainly wrote of Liverpool, and so has Sir William Watson, sometimes in praise and sometimes not. There are also contemporary novelists in John Owen and Henry Wade who have taken Liverpool for their background. But so far no outstanding interpreter of Liverpool in fiction has appeared. And yet there is a magic and a glamour about Liverpool for no more mysterious reason than because she is the gateway to the seas. I recall that Joseph Conrad, on one of his visits to the city, wandered for happy hours along the dockyards, and watched with that intense gaze the cargoes of the world being swung upon the quay. Who will capture the soul of Liverpool in that aspect of the eternal voyager, the city of hail and farewell?

What of the privateers of the eighteenth century, and the merchant adventurers in their tall ships? What of the human cargoes of the slave traders and the converts of the Mormons bound for the "wheel barrow" trek to Salt Lake City? The town of farewells. To quote the inimitable Aloysius Horn once again. He's like a Liverpool-born lad. No sooner does he see a sailing vessel than he wants to leave his Mother.

It is upon such brave instincts that Liverpool has made literature which, if it is not stored in solid tomes, is yet imperishably writ in the lives of sea-faring men.



MERSEYSIDE FLOUR MILLS
Pencil Sketch by SAM DROWN

LIVERPOOL'S CONTRIBUTION TO ART

By DR H NAZEBY HARRINGTON, CHAIRMAN OF THE MERSEYSIDE
ART CIRCLE

IT is a curious fact that outside its own district little is known by the critics and lovers of art of the importance of Liverpool as an art centre. And yet there are two facts which can scarcely be disputed. First, that it shares with Norwich the honour of having given birth to one of the two important provincial Schools of Painting, and secondly, that it contains within its bounds two of the finest specimens of modern architecture. St George's Hall and the new Cathedral, is yet incomplete, but already a great work of art.

As an important town Liverpool has a comparatively short history. When Florence and Rome were at the height of their influence as great art centres, Liverpool was a small fishing village. In their day first the Church, then the nobles, and later the state were the "begetters" of art. When Liverpool grew up in the XVIIIth century, and came to years of discretion, the Church took little interest in art, the influence of the nobility in a *nouveau riche* provincial town was lacking, and the state was naturally only concerned in matters connected with art (as far as it was concerned at all) in its centre of government.

And so in Liverpool the first efforts were made by a few private citizens who in 1769, the year following the establishment of the London Royal Academy, formed a Society of Artists for the encouragement of Art which had but a short existence. A similar society was, however, formed four

years later (1773), mainly by the efforts and influence of William Roscoe, the well-known Banker author, whose collection of pictures now form the main portion of the examples of the Old Masters at the Walker Art Gallery. This Society held its first public exhibition in 1774, which seems to have been the first of its kind held outside London. An important exhibition was again held in 1784, to which some of the members of the Royal Academy contributed, including Sir Joshua Reynolds, Fuseli, Sandby, George Barrett and Wright of Derby, and a similar exhibition followed in 1787. Then came the great war with France, but in 1810 was founded an Academy on the lines of the Royal Academy of London, and which, with certain vicissitudes and periods of somnolence, has still an active existence. The first of its annual exhibitions took place in 1810, and in 1814 the Corporation made a grant of £1,000 to its funds, and about 1831 it also provided rooms in Old Post Office Place for its exhibitions rent free, thus proving that the civic authorities had begun to take some practical interest in art.

George Stubbs, the great animal painter, whose merits are now being more fully appreciated, died a few years before its formation, but most of the other artists associated with the Liverpool School have been members of this Academy and include such names as John Gibson, the sculptor, Sam Austin, Richard Ansdell, William Collingwood, Henry Dawson, W. L. Windus, William Huggins, J. W. Oakes, Robert Tonge, William Davis,



A W Hunt, W J J. C Bond and John Finnie William Daniels and D A Williamson do not seem to have been members

From 1830 to 1862 the Academy awarded a prize of £50 to the artist who, in their judgment, sent the best work to their annual exhibition, and the names of some of the recipients of this prize show how far the Committee of the Academy were in advance of public opinion at the time In 1851 and 1853 Holman Hunt, in 1852 and 1857 J E Millais, in 1854 Mark Anthony, in 1856 and 1858 Ford Madox Brown, and in 1859 W Dyce received the prize This premature appreciation of the Pre-Raphaelite School caused considerable difference of opinion in the town and led in 1857 to some resignations, the formation of a rival Society, and the withdrawal of the Corporation subsidy After 1867 the annual exhibitions were suspended, but in 1871 the Corporation commenced their series of Autumn Exhibitions, first in the William Brown Museum, and later in the handsome Art Gallery presented to the town by Sir Andrew Walker and opened in 1877

This Autumn Exhibition has the reputation of being in some respects the most interesting of all the annual exhibitions because of its catholicity The academic lamb lies down by the last but two "new movement" lion, and foreign vies with home made art, and black and white and all the crafts manage to find a place, and were the "catholicity" as regards quality and quantity a little more restricted, it would be an admirable résumé of a large part of the year's art

I have already said that the Liverpool School is little known outside the district while the Norwich School has been frequently written about and exhibited, and is held in high esteem

Crome and Cotman are, of course, giants of Art, though little appreciated in their lifetime, and they now, to a great extent, carry the other members of the School on their backs across the stream of criticism But I contend that these minor members of the Norwich School are inferior to the colour, the originality and the variety of the members of the Liverpool School The former are derivative from the Dutch, and there is a great sameness in subject and treatment one with the other In the Liverpool School there is great and robust individuality in both subject and treatment Stubbs, Towne, Ansdell and Huggins excelled in animal painting, Oakes, Dawson, and Bond in sea and landscapes, Davis, Tonge and Finnie in realistic and Williamson and Hunt in poetic and romantic landscape Austin and Collingwood, two fine watercolourists were interested in landscape and architecture (the latter in interiors), Windus treated figure and historical, Daniels, portrait and dramatic, and Roberts and Campbell genre and character subjects I believe that the time will come when several members of the Liverpool School will take far higher rank than they do at present

And now what of to-day? I have spoken of the annual Autumn Exhibition which gives to those unable to travel some idea of the tendencies of modern art, but what of local activities? Now a-days when Liverpool lies within four hours of the Metropolis, and the prizes and fame obtained in a great capital are so alluring, the existence of a local School, in the usual sense of the term, becomes less and less probable Notwithstanding, there is great vitality in both the practice and appreciation of art in our town Our oldest institution the Liverpool Academy of Arts, represents the conservative element, somewhat stodgy, but dignified, and



the go-ahead Sandon Studios Society the more radical and even revolutionary spirit in art, with a delightful *soupeon* of the drama and the cabaret. The Liver Sketching Club combines the amateur with the professional artists, attempting, with much success, to drag up the one without dragging down the other. The large and well-equipped School of Art, under Mr Marples, carries on a most successful work in all the different branches of the arts and crafts, and the University School of Architecture, ruled by Professor Reilly, is the most brilliant and vigorous in the kingdom, and known the world over.

While the Artist's Club fulfils a social need, it is to be regretted that there is no longer an Art Club in the town. A club on the lines of the Burlington Fine Arts Club is a pressing need in an important town of the size of Liverpool, and would do much to cultivate a general knowledge and love of the arts in those who have more or less specialized in their tastes.

Recently a most interesting experiment has been launched which may have a far reaching effect. A year ago a society entitled the Merseyside Art Circle was inaugurated, its aim being to circulate Liverpool art amongst its members, to strengthen and encourage all local talent, and to facilitate the sale of the work of Liverpool artists. It has founded a lending library of works of art from which each sub-

scriber receives a picture, drawing, engraving, or statuette, at his house or office once a month, thus giving him an opportunity of judging by more intimate knowledge in restful surroundings, whether the work lent has a special message to him or not. If so, it stays—at a ransom, if not, or if the ransom be beyond reach, it returns, and is replaced by a rival or companion, as chance may be. In addition, the society has a charmingly arranged little gallery in Basnett Street, in which works of varying forms of art, frequently changed, are always on exhibition, and where visitors can also examine drawings, etchings, &c in the folios, and can obtain assistance from the secretary as to how they may find artists capable of undertaking commissions in art or craft. The selection of the work shown is in the hands of a small committee of artists nominated, each year, by the exhibitors and subscribers, their aim being only to select what they think the best, without fear or favour, and the general average of the work shown has been of a high order.

Liverpool has the credit of having instituted in 1758 the first public circulating library of books. It has now added the further distinction of being the first city to inaugurate a similar means for the circulation of works of art. May the Society continue to prosper and may the citizens of Liverpool take full advantage of their opportunities!



Technical School

LIVERPOOL AND THE DRAMA

By RONALD JEANS.

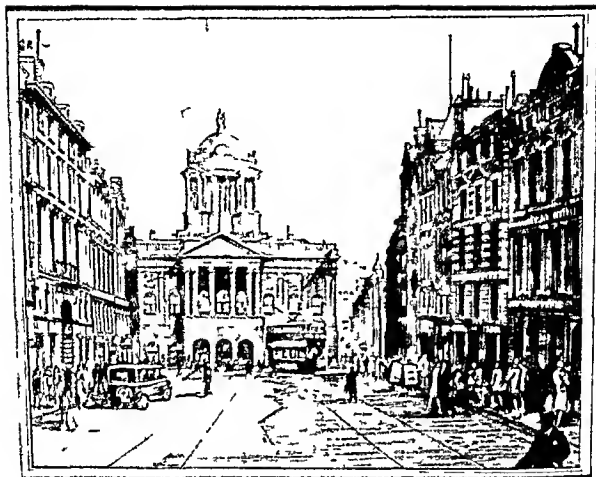
*To-night our city leads. All you who care
For her fair fame in England keep it fair,
Make this foundation firm - work till it be
Part of her praise on men's lips over sea,
That when they name her they will say of her
"Famous for ships and this her theatre"*

IT is nearly seventeen years since these lines written by John Masefield for the opening of the Liverpool Repertory Theatre were spoken as a prologue to the first performance. Has the hope expressed in those last two lines been realised? I'm afraid we cannot honestly say that the fame of Liverpool's ships is suffering any serious competition from that of her theatre; but though we make the admission we need not take it as any reflection on Liverpool or her theatre. It was an idealistic picture Mr Masefield drew, forgetting that to nine-tenths of the world ships are more interesting than theatres, and, moreover, that ships, being capable of moving from place to place being, in fact, designed with that object, have an unfair advantage as a medium for advertising their 'home town'.

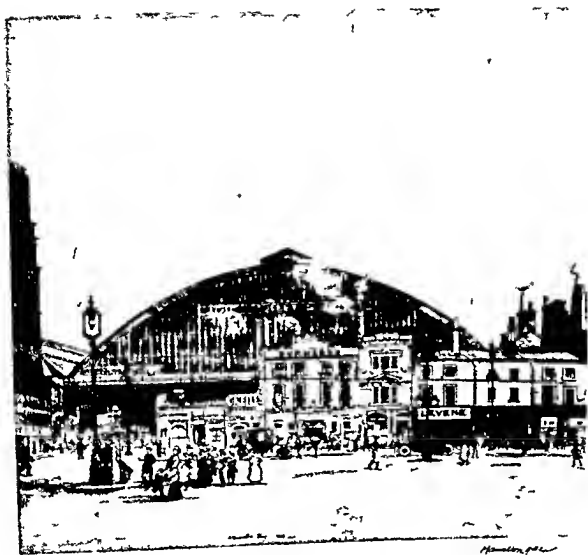
Agreeing, then, that in the matter of fame her ships still have the lead, nevertheless Liverpool may be legitimately proud of her achievements in the world of the theatre. She was one of the first of the big provincial cities to see the possibilities of the Repertory or stock-company system, and in the actual founding of her own

theatre she was second only to Glasgow and Manchester. To be so early in the field was to her credit, especially if we remember, as I remember only too well, how hard it was to get a hearing for anything new in those pre-war days of smug self-satisfaction. How we were sneered and jeered at—in some quarters—for thinking that there were enough people in Liverpool to support a *Repertory Theatre*! (The word repertory was then—as now—a synonym to the Great British Public for everything, dramatically speaking, that is dull, drab and depressing). It was to combat this prejudice that it was decided to change the name of the theatre to the "Playhouse" a few years later. How the Philistines of those days scoffed at us for doing plays that were then considered to be high brow of the highbrow! It is amusing to note, by the way, that the authors of some of those "highbrow" plays (e.g., Shaw and Galsworthy) are to-day the most sought-after by commercial managements as certain "draws". Does not this alone prove how the general level of taste in the drama has improved since the foundation of Liverpool's Repertory Theatre?

But if the scorn of the low-brow



CASTLE STREET AND THE TOWN HALL
Pen and Sketch by A. PRESTON



LIME STREET STATION
Dry Point by the late HAMILTON HAY



descended on us for being what he considered too "high art," it was as nothing to the scorn of the highbrow when we fell—as occasionally, we did—from the heights of Ibsen and Maeterlinck to the depths of farce, and even—I admit it without a blush—to my own maiden efforts at revue-writing.

In those days the supporters of the "intellectual" drama were numerically fewer but proportionately fiercer than they are to-day. They would have nothing but Greek tragedy, to them the stage of a Repertory Theatre was no place for satire, burlesque, or any kind of play that could give rise to honest laughter. And if those responsible for the direction of the theatre had listened to these fanatics Liverpool would not be to-day in the proud position of having kept her own theatre open for seventeen years, the record, I believe, for any repertory theatre in the country.

In those seventeen years her share in the advancement of dramatic art has been considerable. She has contributed in no small degree to the national stock of players, dramatists and managers of consequence. Alec Rea, a member of the original directorate, and Basil Dean, the first "producer" at Liverpool, are now both producing plays in London and together or separately they have been responsible for some really fine work. Of writers who have been associated in their early days with Liverpool are John Hastings Turner, Miles Malleson, Dion Titheradge, A. A. Milne and A. P. Herbert, all not only men of ideas, but having the ability to express them dramatically. When we turn to players, the list of old Repertory members who have "become something" is an imposing one, but to me this doesn't mean so much—for almost every actor or actress who succeeds will be found to have

graduated from a repertory or stock company, moreover, if you consulted twenty year old programmes of any provincial theatre you would find names that have since become famous. All the same, it is interesting to note in passing that besides members of the original Liverpool Repertory Company such as Estelle Winwood, Laurence Hanray, Ronald Squire and J. H. Roberts, who have all made names on the legitimate stage, the Repertory Theatre in its early days also knew such names as Gertrude Lawrence, who played a fairy in "Fifinella," Davy Burnaby, Roy Royston and Eric Blore, any of which names are calculated to make the highbrow recoil in horror! Which only goes to show that nothing can suppress a strong personality—not even a Repertory Theatre!

If I have confined myself to reminiscences of the "Playhouse," in recent times at any rate Liverpool has no other claim to theatrical distinction, unless it be her reputation for being "quicker in the uptake" than any other provincial audience except Edinburgh. I have found this to be true, and attribute the fact to the preponderance of Scotsmen in Liverpool (the accepted joke about Scotsmen having no sense of humour was invented by a Scotsman and accepted seriously by the entire English nation). To the sense of proportion (which is very nearly the same as the sense of humour) of the Liverpool playgoer we must attribute the fact that it has been possible to keep the 'Playhouse' doors open for seventeen years, an achievement upon which, as one of the founders of the scheme, I look back with a mild parental pride.

I do not say that the 'Playhouse' has followed rigidly the path of high artistic endeavour which some of us in its early days of ideals and aspirations



had marked out for it. But it has been kept going in spite of early opposition and more recently in spite of the competition of wireless, of cinematograph theatres, and of the imposing new "Empire" which houses costly musical plays and provides its patrons with every luxury except the luxury of being able to see and hear without effort.

Such a record is proof that the theatre has fulfilled a real need of the citizens of Liverpool; and to them as much as to the theatre we must give credit for the fact that Liverpool has definitely taken her place among the cities wherein the theatre is not only a place of entertainment but an integral part of civic life.



Sister Jane

LIVERPOOL AND ITS MUSIC

BY W. R. FELL, SECRETARY, LIVERPOOL CENTRE BRITISH MUSIC SOCIETY.

ALTHOUGH there is evidence that a Choral Society existed in Liverpool, in 1820 it may be said that the art of music in the city is of comparatively recent cultivation. That oratorio and glee occupied pride of place for a long period of years, implies that Liverpool was taking a share in making northern England the home of choral art.

The mainstay of the city's music from 1840 until the commencement of the twentieth century was the Liverpool Philharmonic Society, which from its earliest years has provided its patrons with the best orchestral and choral music in its own Concert Hall—described by Hans Richter, the celebrated conductor, as acoustically the most perfect building in Europe. Apart from the constructive work of the Philharmonic Society, Liverpool's musical activities were transient, and beyond a few festivals which eventually languished from lack of support, there was little to which the community, as a whole, had access.

From 1855, however, a gap was filled by the regular series of recitals on St. George's Hall Organ, a magnificent instrument, the Organists being the famous W. T. Best, Dr. A. L. Peace and H. F. Ellingford, the present city organist.

The Suodday Society, with its weekly coocerts and lectures, had an adventur-

ous existence. Concerts were given for a number of years in St. George's Hall, with city councillors taking the chair on different occasions and appealing for adequate collections to meet expenses. The Society, however, had provided music for the masses, who shewed their appreciation by filling the large Hall even though they overlooked the collection plate.

Carl Rosa had for many years an established Opera season in the Royal Court Theatre, with enthusiastic support which would gladden the hearts of Opera promoters to-day. It was during one of these festivals that Sir Charles Hallé produced Berlioz's "Faust" as an Opera for the first time on any stage.

The opening of the present century saw the art democratised in Liverpool, and music no longer the privilege of the few. Orchestral societies were formed, choral societies sprang up in abundance. True, the programmes were conservative, shewing a leaning to hackneyed oratorios or orchestral works, and it was left to the Liverpool Orchestral Society, founded by Mr. A. E. Rodewald, to set a higher standard by giving the first Liverpool performance of Strauss's "Heldenleben" and introducing Sibelius to the city. In the meantime, signal service in the cause of choral music was being rendered by the Welsh Choral Union—a body of 250 singers—which had grown out of the Royal National Eisteddfod



of Wales, held in Liverpool in 1900. They did much to provide opportunity for hearing the newer choral works, and a culminating honour was the Society's visit to London in 1923 on the invitation of Lord Howard de Walden, a concert being arranged in the Queen's Hall, when Josef Holbrooke's Dramatic Choral Symphony was performed.

To day the increasing demands of the musical public have brought to Liverpool regular series of concerts by the finest artistes of the time. Each year has witnessed a greater interest in the best class of music, and there has been a keener appreciation of orchestral and chamber concerts and recitals. Liverpool is now fortunate in having many and varied high-class musical activities to meet all tastes. A significant movement during the last five years has been the formation of the Liverpool Repertory Opera Company, a body of enthusiastic amateurs, pledged to higher ideals in amateur operatic art. Already to its credit are first performances of Stanford's "The Travelling Companion" and a stage version of Elgar's "Caractacus".

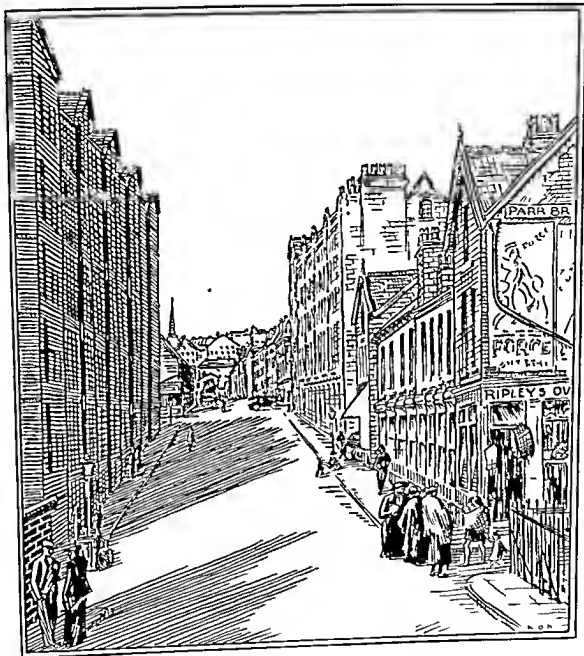
The greatest strides, however, have been made in fostering a love for music in the younger generation. An immense amount of voluntary work has been performed by teachers in the schools, who have perceived the need for music as an essential subject for mind training. With the support of the Education Authority, our school-children are given an opportunity to participate in the art, the result of which will have an influence on the future musical activities of Liverpool. Massed Singing Festivals have become a feature of Liverpool's musical life, and each year two trained choirs of 700 school-children are heard in judiciously chosen songs. These 1,400

voices are selected from some 6,000 children who have been taught the music in upwards of 70 schools.

The excellent though unobtrusive work of the Art Studies Association in providing concerts and appreciation classes for school children is producing good results. The Education Authority, recognising the value of the Association's work, has allocated a sum of money which provides annually some thirty lecture-recitals with musical examples by professional artistes.

Liverpool can claim to be the pioneer in the country for providing a systematic course for appreciation in orchestral music for children. The movement, founded in 1922, has been continued under the auspices of the British Music Society, and has since developed into a series of lecture-concerts specially arranged for the young folk of Merseyside. Mention of the British Music Society reminds us that the Liverpool Centre is the largest branch, and in its few short years of existence has been a vital force in the advancement of Liverpool's musical life.

Another noteworthy step was the establishment in 1925 of the Alsop Lectureship in Music at the University, which has brought to Liverpool such famous men in music as Gustav Holst, the eminent composer, Dr George Dyson (Director of Music, Winchester College), Dr W G Whittaker, (Reader in Music, Armstrong College, Newcastle), and Dr Percy Buck (Professor in Music of the Universities of London and Sheffield). It is hoped that the natural development of the Alsop bequest will, by the public spiritedness of Liverpool citizens, be the founding of a Chair of Music occupied by a musician of eminence, and who will perhaps be the inspiration for a progressive civic authority to establish a permanent municipal orchestra in Liverpool.



JUVENAL STREET
Sketch by Miss W. Humphries

THE UNIVERSITY OF LIVERPOOL

By H. J. W. HETHERINGTON, LL.D., M.A., VICE-CHANCELLOR OF
LIVERPOOL UNIVERSITY.

I AM told that there are citizens of Liverpool who do not know where the University is. Let me instruct them. The main part of it is at the top of Brownlow Hill. The way thereto is neither strait nor hard, though it might well be more dignified and pleasant. Perhaps the Liverpool Organisation will contrive to give a spur to the re-planning of the area between the University and Lime Street Station—to the great gain of Liverpool in general and of the University in particular. And the buildings, when first you see them, are not beautiful. They are in the best taste of the 1880's, which, by our standards, is bad, though possibly it may come again into favour. Still, when you finally arrive in the main quadrangle, you get an impression of solidity and power, of a place built for a serious purpose and set on fulfilling it. And that, even with architecture, is the main thing.

If from your post in the quadrangle, you face south to the Tower, you have in front of you the Victoria Building, now largely given up to the Tate Library, and administrative quarters. On the left is the Arts Building, beyond which, across Ashton Street, lie the Departments of Architecture and Civic Design, the offices of various University undertakings, like the Press and the Extension Board, and, in Pembroke Place, the Dental School and Hospital. Behind, on the north side, backing on the Royal Infirmary, are the Holt Physics Laboratory, the Thompson Yates Laboratories, and other premises of the Medical School, and

on the right the great block which houses the Walker and Harrison Hughes Engineering Laboratories. Outside the quadrangle and still on the right, there is a range of Chemistry Laboratories. On the far side of Brownlow Street are to be found the great Biological building, another Chemistry block, the new Geological building, the Veterinary Hospital, and a little lower down, the School of Tropical Medicine. I am offering here a simple lesson in Geography, because Liverpool may like to know (and anyhow it ought to know) that its University is a substantial place, and covers a fair portion of the City's surface.

And this is far from being the whole story. Bedford Street, or the north end of it, is a connecting link between the Main Buildings and the new home of several Arts departments in some beautiful eighteenth century houses in Abercromby Square. In the Square are to be found Education, Social Science, Geography, Archaeology, and in Bedford Street, the Students' Union, the Veterinary Department, and the O.T.C. Headquarters. Away from the main site, there is the Women's Hall of Residence in Fairfield, and the Men's on the edge of Sefton Park. In Allerton, the Geoffrey Hughes Memorial Athletic Ground provides the University with 26 acres of delightful gardens and playing field. And even Allerton is not the end. Before you finish, you must cross the river to the Tidal Institute, housed in Bidston Observatory, you must sail to the Isle of Man, where the University Marine Biological Station is placed at



Port Erin ; and on, if you will, to Sierra Leone, where the outpost laboratory of the Tropical School is in the firing-line of the attack on the diseases of equatorial Africa. The University, happily, is not yet sufficiently Americanised to carry a department of Advertising. But I understand that a little modest self-display is not out of harmony with the spirit of Civic Week ; and I may therefore take leave to declare that there are not many Universities in this country (or for that matter elsewhere) whose interests and enterprises are so extensive in range as those of the University of Liverpool.

And all this has been done in less than 50 years, mainly by the munificence of citizens of Liverpool. The Corporation has given generous aid, supporting a long line of private benefactors. The University College was founded in October, 1881. It became the University of Liverpool in 1903. When Liverpool takes stock of its civic performance, it may fairly regard the University as one of the greatest of its achievements.

There are now each year some 2,000 students in attendance at the University—most of them from Liverpool and the Merseyside : but a large number from other parts of England and Wales, and a contingent from the overseas Dominions, and indeed from all quarters of the world. Great as is the equipment of the University, it is already in many ways severely strained by the steady increase in the number of those who come to be taught, and by the rapidly rising standard of provision required for the most advanced work in the various fields of human knowledge. A University dare not be content with anything less than the best,—else it were false to its trust as the chief instrument of the intellect-

ual progress of mankind. No sooner has one frontier been conquered, than the march begins again,—into the unknown—new problems, new methods, new resources ever in demand.

I must not here try to tell fully either of the University's present activities, or of what has been done in our 50 years of history. I name two things only. First among the works of the University is surely to be reckoned the company of men and women who have gone forth from it, trained for every kind of professional service, to all the ends of the earth. No one can assess the importance of the contribution to British life of the graduates of the new Universities in England. Certainly neither in war nor in peace could England have been saved without them. And Liverpool has done its share. Second is to be placed the volume of research and investigation of every kind, in the humanities, in medicine, in the pure and applied sciences, that has here been carried out. Wireless owes a good deal to Liverpool : a great part of the conquest of malaria was here accomplished : the fight against cancer is ceaselessly going on : chemical and biological problems closely affecting the industries and commerce of this area, and of the Empire, are constantly under study, to the practical consequences of which it would be hard to place a limit. And in other subjects work is in course, less dramatic perhaps, but not less important in its ultimate results.

These things we have to show : not, I hope, in boastfulness of spirit, but with pride, and with gratitude for what has been done to make them possible. I hope that in Civic Week many citizens of Liverpool, and many visitors to the city, may improve their acquaintance with the University. In its name, I offer them a welcome.

LIVERPOOL CATHEDRAL

By V. E. COTTON, OBE

CITIES, like men, have souls, and great cities like great men have always tried to express the faith that is in them in the form of a great religious building, a form which can be understood both by contemporaries and by future generations. Rome, Athens and Byzantium amongst ancient cities, Venice, Paris and Antwerp in the Middle Ages, New York and Washington in the Twentieth Century, each offer an example of the universal desire to state in permanent and unequivocal language the truth that a purely material civilisation is incompatible with the highest form of citizenship.

Thus, a study of history shows that it was inevitable that Liverpool, once she had outgrown the stature of a provincial town and become conscious of her position as a world city would sooner or later build a Cathedral, the only question was whether, when the time came, there would be an architect capable of rising to the occasion, one who was not only equipped technically with the necessary professional skill, but what is even more important, had the ability to express the spiritual aspirations of the Twentieth Century without doing violence to the innate conservatism of an established Church.

With the exception of St Pauls and Truro not a single Cathedral in England is designed for the form of worship which is now practised in it, and neither Truro, which is an anachronism, nor St Pauls, which, in spite of the affection in which it is

held is essentially un-English, affords a clue as to how to reconcile the requirements of a congregational and evangelical (as opposed to sacramental) form of worship with the indigenous traditions of English ecclesiastical architecture.

Further, since the great medieval Cathedrals were built in this country not only have the forms and character of public worship been profoundly changed, but men's whole mental outlook has been revolutionised by modern learning. At first sight this might seem immaterial when designing a Cathedral, but a generation whose whole thought and habits are conditioned by mechanical and scientific considerations cannot express itself in an architectural style that speaks solely with the voice of tradition and romance.

The universal approval which has been bestowed on the work of Sir Giles Gilbert Scott is evidence of his success in solving these problems. In the first place, the unique plan of Liverpool Cathedral provides a vast unobstructed area for congregational use not to be found in any pre-Reformation church, yet sufficient emphasis has been laid on the East end and Sanctuary to differentiate the building from the Eighteenth Century conception of a Church as a meeting house where people went to listen to sermons, and where the pulpit had displaced the altar as the focus of the ritual. Secondly, in developing his design, Sir Giles has sufficiently adapted to his purpose the tradition of the Fourteenth Century to justify Liverpool Cathedral being classi-



fied as "Gothic", a term which the man-in-the-street instinctively feels to be synonymous with "religious"

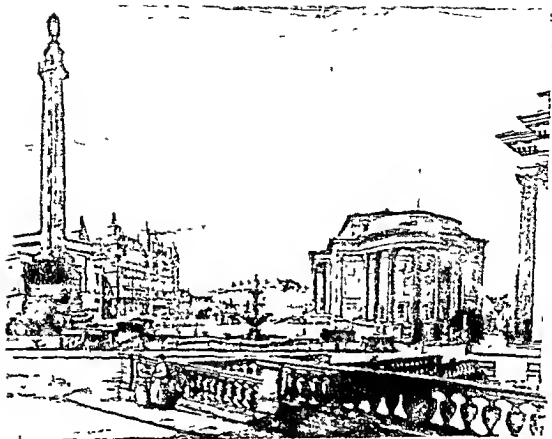
Lastly, while the influence of association and tradition on the sub-conscious mind of the worshipper has not been neglected, a careful study of the building will show how the architect has used the language of the past to express the thought of to-day. Liverpool Cathedral, unlike its medieval prototypes, is not the accidental result of an agglomeration of small parts, but a single unit, every feature of which is subservient to the main conception, and those who have most closely watched the working out of the architect's ideas know best how jealously he protects his broad effects from the dangerous rivalry of distracting detail. The new spirit which underlies the Gothic formula can be seen too in the logical way in which the exterior of Liverpool Cathedral expresses its plan and purpose. Contrast for instance, the single range of great windows implying an undivided interior, with Westminster and Ely, which from the outside appear to be divided into several stories. Again the fact that the Cathedral has been designed to be viewed not from nearby streets, but from the distant river, accounts for the unusual longitudinal symmetry of the exterior, the huge mass of which has been skilfully broken up by alternations of high light and shadow masses to avoid any effect of unsubstantiality when viewed from a distance.

So much for the building, not as it is now, but as it some day will be, for it is unthinkable that Liverpool, having set its hand to so great a work, will let it languish unfinished for lack of funds. What of its place in the life of the city? The Cathedral from its position, its splendour and its size proclaims to all who use the Port of

Liverpool that here is a city which, however much it may fail to do so, is definitely attempting to live up to the standards set by the Founder of Christianity, a city which is able amidst all the distractions of modern civilisation to turn aside from the pursuit of wealth and pleasure to cultivate the things of the spirit.

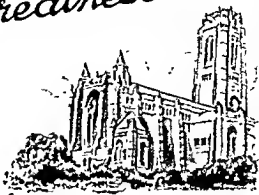
Though the Cathedral is the Cathedral of the Church of England, the Bishop and his Chapter have sought from the very first to identify it with the whole life of the city. Every occasion of public joy and public sorrow has found its expression at the Cathedral. The Services, Learned Societies, Educational Foundations, the great Charities and all the multifarious channels of civic endeavour have each and all been welcomed within its walls, while representatives of all the other Protestant Churches have from time to time occupied its pulpit and taken part in its Services.

But if the influence of the Cathedral on the life of Liverpool has even in the few years of existence been great, in the years to come it must surely be far greater. An institution, and the Cathedral is an institution as well as a building, cannot be created in a day, there must inevitably be experiment and growth, modification and development before it can put forth its full power. Already, however, if a visitor to the city would understand the spirit of Twentieth Century Liverpool let him turn his back on the river with its crowded docks, on the busy streets and the clanging factories, and climb the steep slope to St James' Mount, where the Cathedral, as yet but a splendid fragment, bears witness to that union of practical achievement and high idealism which is the true basis of Liverpool's claim to be reckoned the "Second City of the Empire."



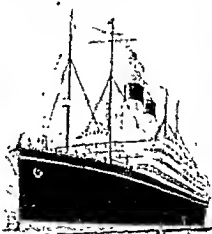
WELLINGTON COLUMN AND ST. GEORGE'S HALL.
Etching by F. E. ALLEY

As essential to
Liverpool's Greatness
as its
Cathedral
is the



White Star Line

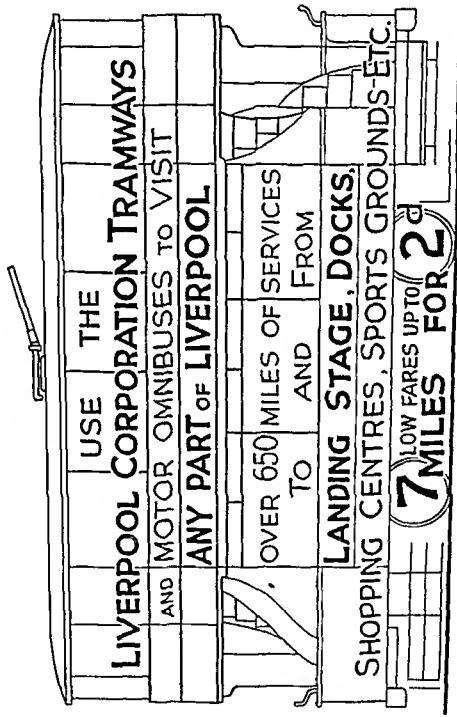
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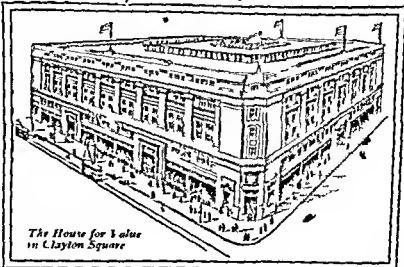
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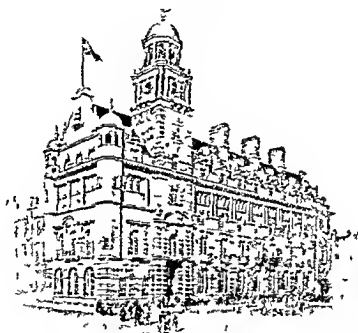
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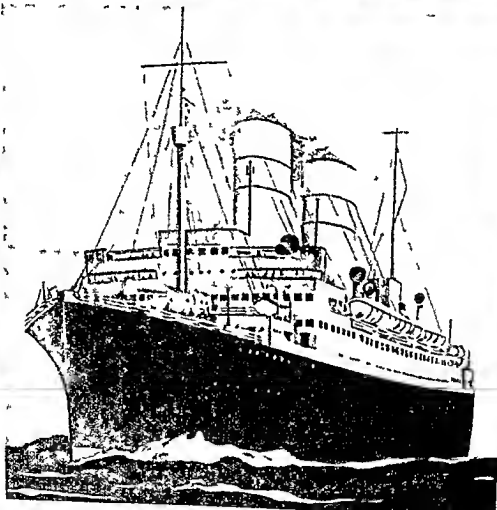
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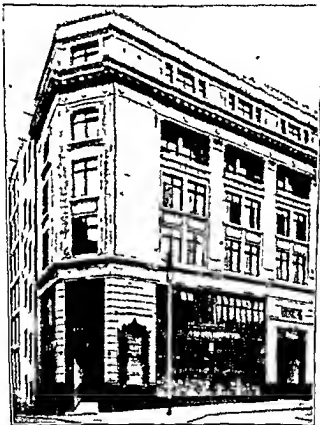
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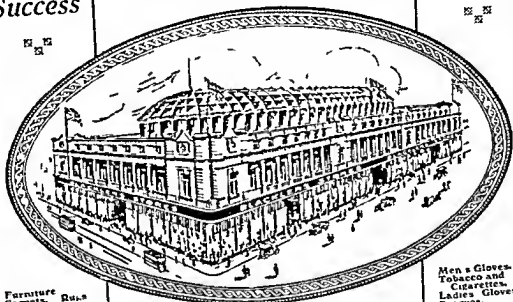
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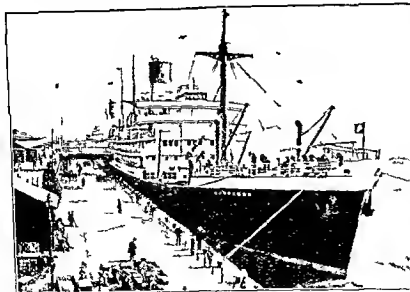
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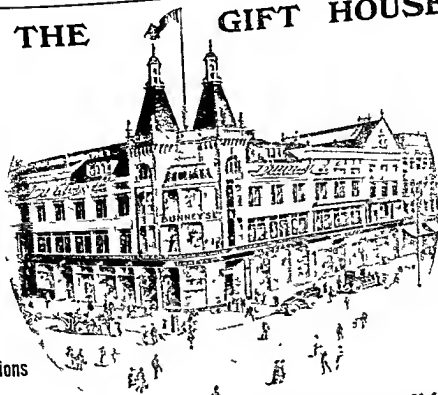


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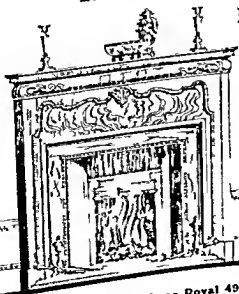
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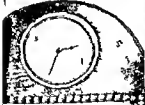
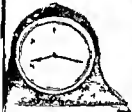
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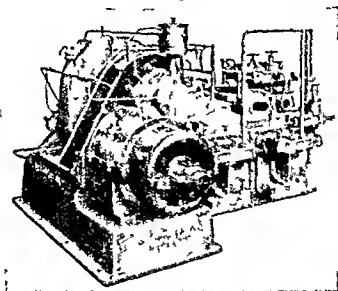
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